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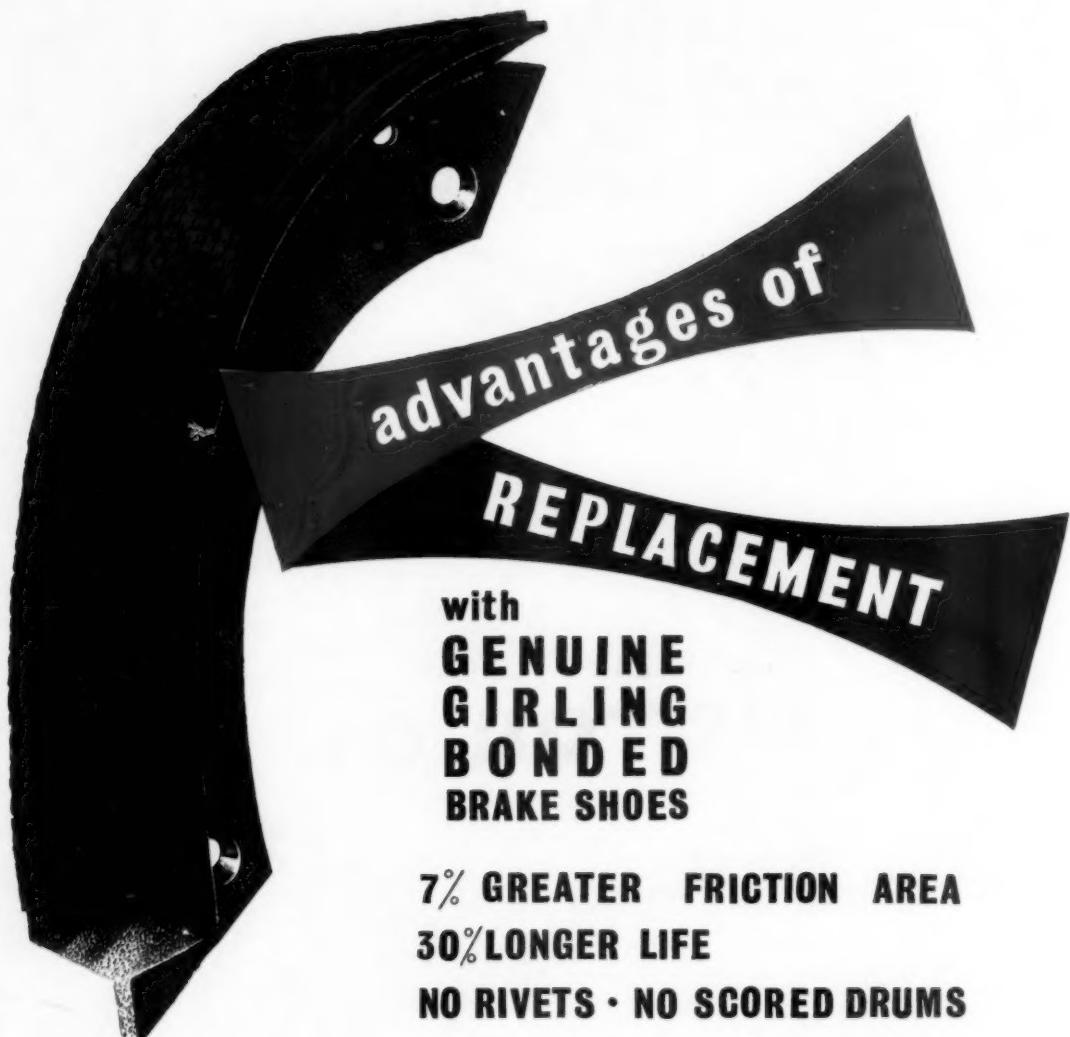


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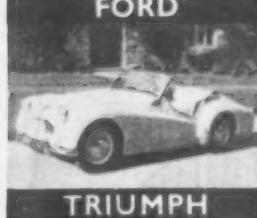
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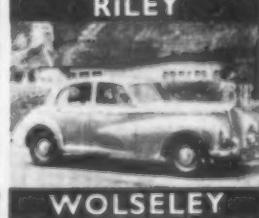
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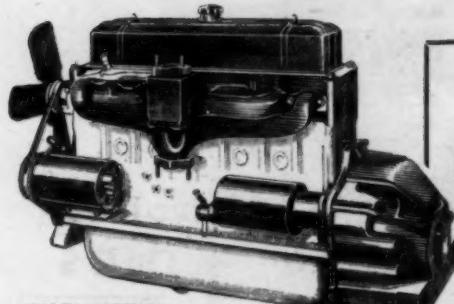


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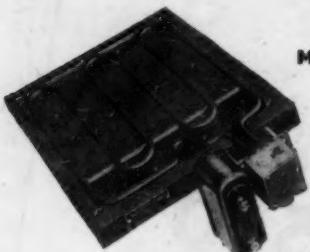
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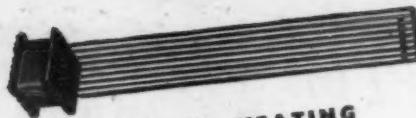
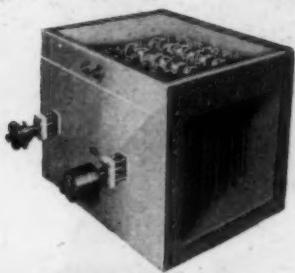


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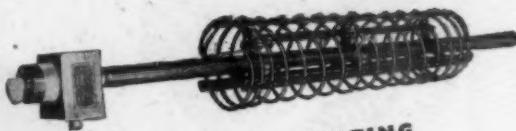


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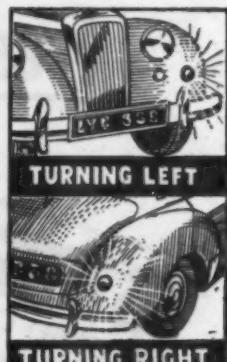
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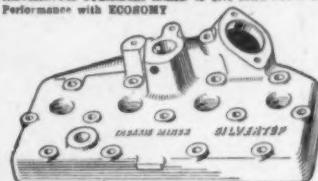
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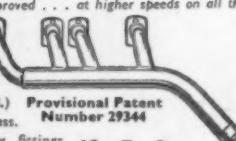
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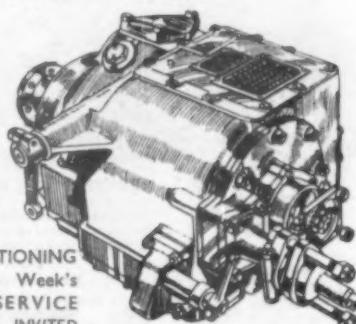
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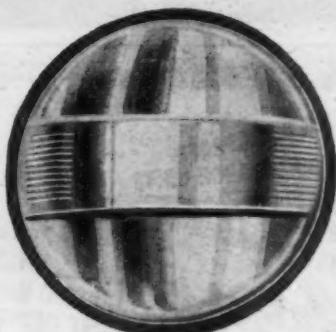
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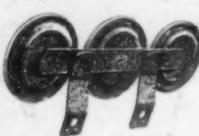
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-THE *Inside* STORY

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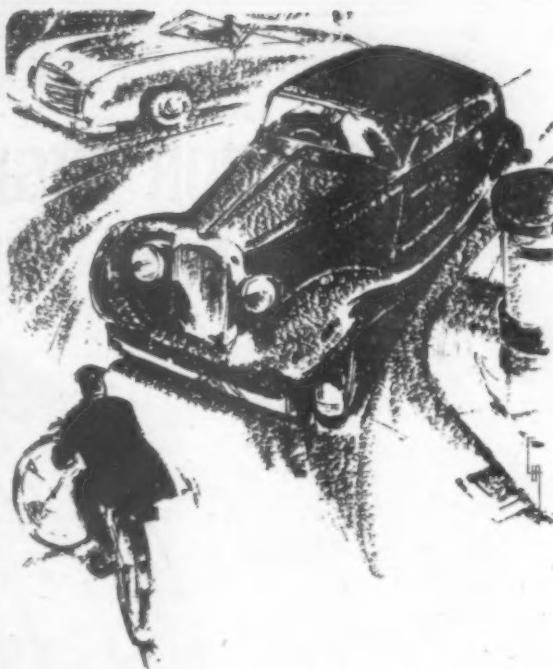
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The Autocar

FOUNDED 1895

No. 3035

Friday, 29 January 1954

Vol. 100

Local Boy Makes Good

PERHAPS the most gratifying result of this year's Monte Carlo Rally was the victory in the general classification of Monégasque Louis Chiron, the veteran racing driver, who has for many years striven to win the rally which centres on his home town. Chiron was driving an Italian Lancia with the new 2½-litre engine, and it is somewhat surprising to find that the Italian firm have produced as many as five hundred of these cars in a year, as the rally regulations demand. As recorded on a later page, the result has been thrown into doubt by protests lodged on aspects of the eligibility of the car declared the winner.

Second and third places in the large car category went to Mark VII Jaguars, a praiseworthy result in view of the handicap imposed on these large cars by the tortuous Monaco speed test circuit, and R. J. Adams earns particular praise by his polished performance in a Mark VII during the final test. Britain takes the team prize, awarded to Sunbeam-Talbot after being initially given also to Italy via Alfa Romeo.

For all its ease from most starting points, the road section of the rally fully maintained its epic character, but the two eliminating tests were sadly out of keeping; the fine crossing of the Maritime Alps, previously a grand procession of competing cars, deteriorated into an almost comic scene of cars alternately speeding or standing stationary for the minutes to tick by. The final round-the-houses speed test dragged on all day and proved only what has long been obvious—that it is impossible to devise competitions for the modern fast, reliable car without introducing danger and unduly favouring the iron-nerved racing driver.

All in all, it may be said that the Monte Carlo Rally organizers, like organizers elsewhere, have failed to solve the intractable rally problem, and to their credit must be accounted the fact that they are well aware of it.

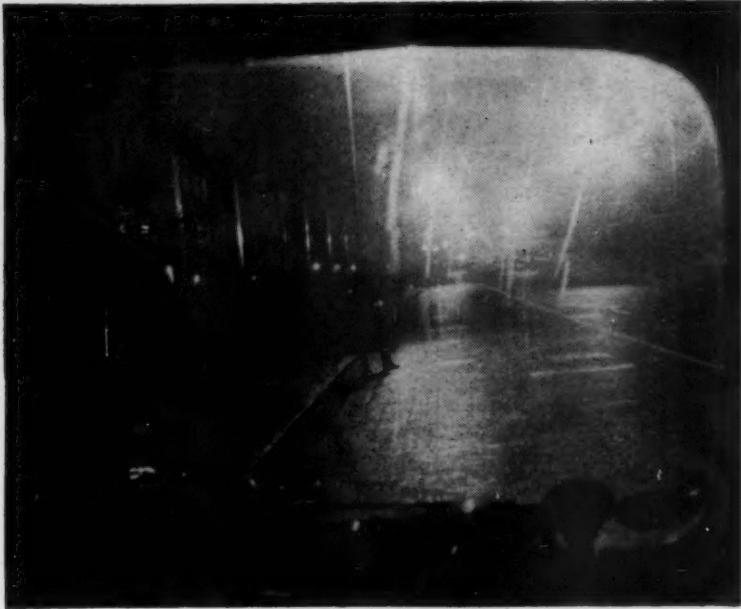
Yellow Light

WE find the recent statements concerning yellow head lights somewhat puzzling. There is, said a Ministry of Transport official, no special merit in yellow light for the reduction of dazzle; moreover, on the same occasion it was said that the claim that greater visibility in fog resulted from a yellow beam might be regarded as "definitely disproved."

These things may well be, but it seems a pity that time and money should go on experiments to disprove the lesser claims for yellow light. For a long time drivers of *The Autocar* staff have regarded these claims as unsupportable, or, even if supportable, as evidence only of a very slight and probable individual advantage to the driver in question. Of late, we have instead tried to determine the advantage of using yellow lights in purely normal driving and, as readers are aware from references to the subject, some progress has been made in this direction. Not only have fairly pronounced and continuing preferences been expressed in individual instances, but also some scientific and medical justification has been given for the viewpoint.

The general feeling is that the yellow light permits considerably more perception of the objects in the marginal areas on either side of the main beam, and that it is more restful to the eyes. This has nothing to do with fog or dazzle in the accepted sense, though the restfulness persists in the former and the latter is lessened in its special relation to the driver concerned—that is, when it occurs as a reflection from particles in the air, or even from an intensely white road, such as one under snow.

A scientific rig for the field testing of these preferences could be simply devised, and is obviously a matter for the Road Research Laboratory with their experience of such testing. In the meantime let us have done with extravagant claims for yellow light as regards fog and dazzle. Both are such emphatic difficulties during night driving that any significant lessening of their emphasis would be instantly obvious to the eye.



WHAT the Americans would call a "new low" in cinema entertainment was slipped in between the main feature and second feature films in a show that I saw about two years ago. The film had three principal characters; a spiv with a fine Mark VI Bentley, and a young couple whose "walking out" included, during this drama, a visit to a public house. As I recall, the setting was of little consequence, for it was dark all the time, and one caught but a glimpse of faces fearful, boastful and flirtatious, and occasionally a steering wheel beyond which, rushing up out of the blackness, was a series of alarmingly massive trees.

Briefly, the spiv, having suitably overawed the young pair, takes them out in the car at a furious pace, the journey reaching its climax when the protesting young man claims that they have hit someone. The spiv, of course, does not stop for this trifling figment of the other's imagination, and in due course the young man gets out and leaves the others

To the pedestrian and cyclist the typical street lighting seen here is quite good. There are plenty of bright lamps, and in the top illustration is seen a pedestrian stepping out into the light from one of them. Between the lamps, however, are pools of darkness as seen from the driving seat. In the lower illustration the same pedestrian stands in the same position on the road—but between two lamp standards. Even in the original print she is not at all conspicuous.

EDUCATION

EVEN WITH BRITAIN'S
OVERCROWDED
CONDITIONS A NEW
APPROACH TO
ROAD SAFETY
SHOULD REDUCE THE
ACCIDENT RATE

By
MICHAEL CLAYTON

to their fate while he—after a few moments' battle with his conscience—sends for the police. The police find that a sack of potatoes was the only victim, and the young man retires feeling a fool.

However, the film has not finished yet. The spiv and the girl race on into the night until the girl, frightened, grabs the wheel. As the car is doing 90 m.p.h. at this stage the crash is of atomic explosion magnitude. The moral of this adventure in the dark is hammered well home, but it leaves the

audience wondering how many drivers there are of the type described, and how many of them are picturegoers. The film may have had some value, but, like so much current road safety propaganda, it was aimed at one section of the road users, not unnaturally a few of those with command of the potentially dangerous weapons, and it was based on admonishment for wrong doing rather than education of the public to the dangers which exist.

Keep death off the road, mind how you go, and similar slogans are widely used, but there seems to be a serious lack of information for all but the drivers on *how* to keep death off the road, and on the dangers which one must mind on a journey. Naturally, there are difficulties in the way of a broad education of road users, for the drivers already know most of them pretty well, and it is possible to do little more than to remind this class of its responsibilities and to exhort it to adopt, where appropriate, a higher standard of driving,

or to threaten it. To direct education at pedestrians is to bring down wrath and unpopularity. They do not have the lethal weapons; they must be protected by law. And this attitude seems reasonable, at least at first glance.

So it is that suggestions made by local safety committees and similar bodies to reduce the number of road accidents are based on the theme of curtailing the activities of drivers—the men and women with the weapons—and increasing the

each of the four million vehicles on the roads and a medical examination every year for people over 70 and every two years for younger people. The Royal Society for the Prevention of Accidents criticizes the end of Summer Time as early as October.

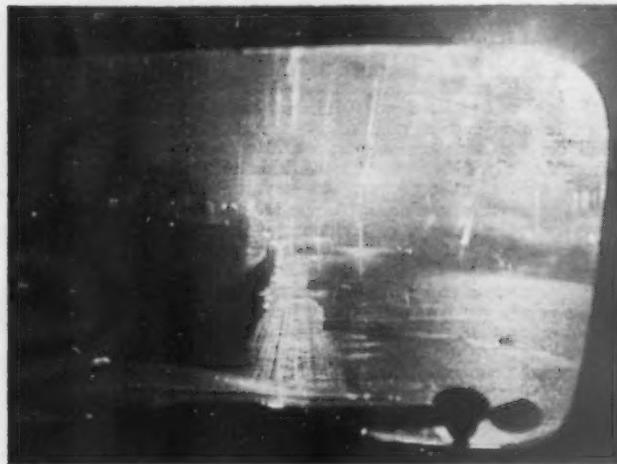
This summary of suggestions is picked entirely at random, and while some have an element of practical commonsense, the general trend is not practical and is rather hysterical. It shows a lack of real forethought, and so much is confined to the ready-made "get tough with the motorist" theme. More is needed than this.

As I have already said, the driver is the man with the gun. (Somehow "motorist," as opposed to "driver," seems to apply to but a section of the motor vehicle users and its use is, perhaps deliberately, misleading.) He must therefore be controlled, and the law must attempt strenuously to make him handle the weapon correctly. This point must be made clear, for broader education on road safety cannot succeed if there is any element of letting the scapegoat (the "motorist," not driver) go free. He is a person with great responsibilities so that much of the emphasis on driver-control is understandable, and, in any case, he is such a popular object of public disapproval that the man in the street will not readily accept advice which does not include a few theatrical asides to the detriment of the man who, at the moment, he tends to regard as his enemy.

Distortion

Roads are being deliberately left out of this consideration because they are inevitably a long-term antidote to the accident problem, and even when we have the roads that are so desperately needed there will still be need for safety education; and it is to be hoped that it will have more point to it than the propaganda that is being issued today. What is wrong with present-day safety propaganda? First, the accident rate must be seen in its true perspective. It is truly appalling that so many people should be killed or injured every year, but present references to the problem usually emphasize the shocking increase in the accident rate, and look upon it as an evil of the 20th century with its adoption of the internal combustion engine. In fact the death rate on the roads has sunk steadily over the years in terms of vehicle mileage, the only just yardstick.

Every day, on average, 45 people are killed accidentally. Of these 14 lose their lives on the roads and 20 are killed in accidents at home. This is not a red herring. So very many of the home accidents involve young children who



On the left is the most common street lighting. A wet night, dazzling lights, pools of shadow alternating with light. If the driver uses his head lamps he nullifies the effect of street lamps throwing pedestrians into relief, and the head lamps of other cars add to the confusion. On the right is the yellow sodium lighting with its less contrasting effect and its even illumination including the broad verges. Everyone should clamour for this type of lighting, even though it plays tricks with the pedestrian's complexion. Certainly everyone on foot should know which is the less dangerous.



EDUCATION FOR SAFETY

. . . continued

At the roundabout in the illustration to the right the driver is presented with good illumination, and a moment later plunges into the scene below. The bright spots are traffic lights and the two dazzling lights belong to a street lamp (top) and an on-coming car. Does the cyclist without a rear light appreciate the danger he would be in on this road? The driver is responsible for avoiding him, but it is only fair to the cyclist to make him aware of his danger. The driver behind may be inexperienced or dazzled.



pull down boiling liquids from cooking stoves; accidents which, on the whole, are perhaps even more horrible than those which happen on the roads.

Is this to say, in effect, that the road accidents get too much publicity? Certainly not. The dangers of electricity, gas and fire in the home do not get a fraction of the publicity that they should get. It is a vital subject. These horrible accidents should be avoided. But if they had the attention that they deserve it would quickly be seen that, considering the dangers which exist on the roads, their terribly overcrowded condition, and the mixture of traffic which they bear, the accident rate on the roads reflects an astonishing achievement on the part of road users as a whole. The roads are fraught with danger, yet they witness fewer deaths than our homes. Accidental deaths of all kinds must be avoided whenever possible.

This is what I mean by perspective. It is instinctive at the moment to assume almost that the driver is wilfully careless, and present magistrates' court happenings tend to confirm that to be a driver is almost synonymous with being guilty of any offence described. This is grossly unfair, and it leads to bad feeling which should not exist and which is dangerous in itself. Severe penalties for

drunken driving are just, but I cannot accept that every driver can, under present road conditions, be certain of avoiding a drunken pedestrian who lurches into a busy road on a wet night. The 5s fine which so often is the punishment of the drunken pedestrian does not reflect the responsibilities that he owes to himself and to drivers. No more does the leniency afforded cyclists with inadequate or broken rear lights; faults which are among the worst features of irresponsibility as seen by the driver. And although accidents in the home are the most prolific, sympathy is extended to the careless and bereaved householder.

These are some of the faults of current propaganda. The accident rate reflects the care being taken on the roads by the public as a whole, and while the driver must exercise the most caution, only a combined effort by all road users can make any material difference to current accident statistics. And to achieve this, education must take the place of propaganda, and the atmosphere must be changed to one of all-round co-operation.

Ignorance Is Risk

How is this to be done? I began with reference to a macabre film, and as road safety is such a big subject I shall confine my own suggestions also to the theme of dangers at night, but with the addition of a word or two that I cannot resist on just two daytime dangers which exist at pedestrian crossings. These are mentioned because they are typical causes of accidents which could certainly be largely avoided through suitable education. A letter, again published in the *Manchester Guardian*, tells of a woman among a crowd surging on to a crossing, and how a taxi nearly ran her, and others, down. A policeman on the crossing took no notice. It was only when she mentioned the incident to her husband afterwards that she discovered that pedestrians did not have right of way on crossings controlled by policemen. It is fairly safe to say that very many pedestrians are unaware of the law on this subject.

The other crossing danger was well described to a colleague by a traffic policeman in London. He pointed out that the motorist knows that when a policeman wants to stop a stream of traffic he points to a car still well back in the line. So many pedestrians, he said, simply were not aware of how much warning a driver might need, and many stepped out too suddenly. Here, of course, the

pedestrian will point out that the driver should always be able to stop, and only level-headed education can reconcile the pedestrian and the driver. The driver *should* approach carefully, but the pedestrian should *not* be content to place his life too blindly in the hands of others, regardless of any legal encouragement. I often wonder how many motorists get knocked down when walking; the total is probably very small indeed.

But going back to the film mentioned earlier, I was overwhelmed when I saw it that a film of that type could be so poor. It was such a good opportunity thrown away. I like to think of what the film could have been, for the film is a fine medium and television now exists to back up the cinema, or vice versa, with pictures of this sort. After due emphasis on the responsibilities of the driver I should like the film people to take the audience in the passenger seat on a wet night on town, suburban and arterial roads. The driver for this occasion should be, in theory, one of the less skilled drivers. Learners, for example, who have to drive on business must sooner or later take to the roads in the unpleasant conditions which they would avoid during the learning period. After reminding other new or potential drivers that they should continue their learning in bad conditions until they acquire experience the film would proceed through rush hour traffic, along roads lit with the usual, dazzling and confusing ordinary street lamps; by contrast along a street lit by sodium discharge lamps, and perhaps out on to an arterial road.

Hard to See

The dangers which could and should be brought out are the person standing in the road waiting to cross, or standing in the centre of the road waiting to complete the crossing unmindful of cars farther back in the stream that may pull out to overtake. The driver's view of this person would be through that arc of a damp screen cleared by the wipers. For a moment the camera might join the pedestrian to show the fantastic contrast between what the pedestrian could reasonably think was good illumination of himself, and what the driver could actually see or fail to see. Even with dipped head lamp beams it would be seen that most of the light was absorbed by the wet road. Drivers know that even when they wipe the inside of their windscreens with a chamois leather the street lamps and the lights of oncoming traffic cause halations and streaks

of light on the glass. Pedestrians and cyclists are clearly unaware of the restricted vision remaining to the driver in bad conditions.

Next danger would concern road surfaces in the same wet night conditions. In cities the roads get covered with an oily "skin" and city motorists know that when it rains many of the streets are as slippery as skating rinks. In London one has but to think of Regent Street, Baker Street and Aldwych. I am quite sure that although pedestrians know that a wet road can be slippery, they have not the slightest idea of just how bad conditions often are. The driver in this film, an expert adopting the role of the average or slightly below average, could give a vivid idea of the kind of skid which can be caused even at low speed by sudden, unexpected actions by other, almost invisible, road users.

The dangers are so many. There is the man who tries to nip across the traffic stream after the traffic lights have changed to green, and who then gets caught between two lines of traffic proceeding in the same direction. This is one of the most dangerous positions to get into in daylight or in the dark. Many pedestrians do not even understand the system of traffic light control.

This film should not be a series of dramatic escapes from potential destruction. It should not be overdone. Its object should be simply to show conditions as they are, for no one aware of them would risk his life, as so many people do at the moment out of ignorance or a feeling of self-righteousness. It could do good, and if it did, even in small measure, its producer could turn his attention to some of those other 31 accidental deaths that occur every day.

Average Death Rate in Great Britain from Accidents of all Types

Railways	1
Air and Water	1
Mines	1
Factories	2
Farms, forests	2
Everyday pursuits	4
Roads	14
Homes	20
	45

At work 5

The figures shown here give the average accident rates based on the latest statistics available. They were provided by the Royal Society for the Prevention of Accidents.

Drivers must not be let off with their dangerous practices. This arterial road is no place for an un-illuminated parked car.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Design in Elastic

THE picture of the sort of car that the British manufacturer must build emerges clearly in 1954. It must have a very small engine, to suit the tastes of the British motorist, and this engine must be adjustable to large size, possibly by means of telescopic cylinders, for overseas markets. The body must be filled out in all directions to provide spacious accommodation for Gracious Travelling, and it must be slim and pointed to keep down drag and petrol consumption. Top gear should be very low, so that gear changing is eliminated, and also very high, for rapid travel in the wide open spaces. Styling should be quiet and



Filled out.

conservative, but optional additions must be provided to add gorgeousness as required.

One of the early Fathers of America, when the young country was beset by cross-currents, said, "Let us then set up a standard to which the wise and honest can repair," and this proved the right solution. Similarly, those makers who have simply made a darned good model seem to do all right with it. My own car was, I believe, an "interim design." It seems to be enjoying a remarkably popular and long innings for an "interim" model. A lot of people think it an honest car, and that's about all that can be said of it. But it is much.

♦ ♦ ♦

Euclidean

DOES anyone know the answer to a problem that regularly crops up? It is how to determine the size of car that can be successfully inserted in a garage with a drive of a certain layout and dimensions. Naturally it involves steering lock and overall length, wheelbase, overhang and all that, and the normal answer one is forced to give is to use scale models cut from paper or to borrow one of the cars under consideration and try it out.

It seems to me in this scientific age that a geometrical calculation of not too intimidating severity is all that ought really to be necessary, but my geometry does not, I fear, rise to it. The matter brings up another point:

a colleague, confronted with a drive entrance or a garage, invariably reverses in so that he shall drive out forward in the morning. I tend to do the opposite because I always feel that an awkwardly sharp turn is more easily negotiated backwards; can that feeling be supported by theory?

♦ ♦ ♦

Chirrup

BECAUSE these little cures often do not occur to one, perhaps I shall be forgiven for reminding motorists troubled with a chirruping rev counter or speedometer cable that relief can often be obtained by feeling for the cable at the back of the instrument head and shifting it slightly. It is all that I have ever had to do, and both my tame canaries are good singers.

♦ ♦ ♦

Pass to You!

AT the entrance to a northern town there is a notice, prominently displayed, stating the number of people killed in the streets of the town annually. Wet streets as shiny and as slippery as black glass were sufficient warning for a colleague, and in a deserted stretch he was making 20 m.p.h. only instead of the legal 30. Nevertheless, in spite of this care, and excellent tyres, a gust of wind from a side street sent the car sliding across the surface. How the heavily laden lorries which pass through this town with the nation's food, raw materials and exports are expected to stop in emergency, one cannot tell. If the toll of death and injury weighs on the conscience of the council it would be well advised to take down its silly notices and make its streets safe.



Silly.

♦ ♦ ♦

Brink of Disaster

BOTH of my neighbour's guests park their cars overnight on the patch of green down by the orchard. The weather is dry, but no doubt soon it will revert to normal and become wet. When that happens, as I know from bitter experience with a Ford Consul, both of my neighbour's guests'

cars are going to plough into that bit of green down by the orchard, and their owners are going to have a wretched session getting themselves out.

But what is a timid Scribe to do? If I go to my neighbour's guests and say, "That, friends, is a treacherous bit of green and you are going to sink in it sooner or later," they will say, "That Scribe man is an interfering so-and-so of whom we will take no notice. It is our business, anyway." If, on the other hand, I keep my peace and ultimately my neighbour's guests have their agricultural session, other neighbours will say, "That Scribe man knew all about the treacherous bit of green down by the orchard and couldn't be bothered to warn them. What a callous wretch he is."

Either way I stand to lose. This is an unfair world, and I do care about what my neighbours think.

♦ ♦ ♦



Due care?

One-handed

ARE policemen who are driving at the same time as they are using a hand microphone really setting a good example? asks a correspondent. I repeat the question, for what it is worth. (Driving without due care and attention?)

♦ ♦ ♦

Red Face Dept.

IF you have occasion to borrow a car make sure you have the owner's permission. An acquaintance using a demonstration car a few days ago had occasion to park it in his local market town. He left it locked up in the square and when he returned found that a woman was on the point of getting out of the driving seat and relocking the door. It turned out after a somewhat curious conversation that the owner of the car had omitted to tell his wife that the car was going to be used for test purposes and when she saw it she assumed that her husband was using it and was in the neighbourhood.

She was more than surprised when a complete stranger asked what she was doing with the car!

MONTE CARLO RALLY

Sunbeam-Talbot

**WINS TEAM PRIZE
for second year
running!**

The Charles Faroux Trophy is awarded to the nominated team of three cars achieving the best aggregate performance, irrespective of size, class or price. In winning this coveted trophy the Sunbeam-Talbots driven by Stirling Moss, Leslie Johnson and Sheila Van Damm were competing against 34 other British and Continental teams.

• Stirling Moss was also awarded the Coupe de la Ville de Castellane for the fastest time of any car over the Col des Lecques, at a speed of 63.436 k.p.h.

(Subject to official confirmation)

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AT THE MONTE CARLO RALLY



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NEWS and VIEWS

Stockholm Show

THE first Motor Show held in Sweden since 1905 is to be staged in Stockholm from March 26 to April 4, in the building of Saint Eriks fair. A number of new models are expected from the Swedish industry.

Eastern Competition

ALTHOUGH 90 per cent of the motor vehicles at present in Finland have been imported from western Europe, it is expected that during 1954 the Finnish market will be dominated by cars manufactured in Russia and her satellites. Pobeda, Moscovitch and ZIM cars will be imported in large quantities, and 1,500 Skoda cars will come from Czechoslovakia.

Starting Early

IN Moncton, New Brunswick, Canada, the Maritime Automobile Association has presented a dual control car to the local high school for teaching students to drive. The M.A.A. believes that drivers should learn as early as possible. At St. John a similar car is already in use at a school at which the pupils are taught road safety.

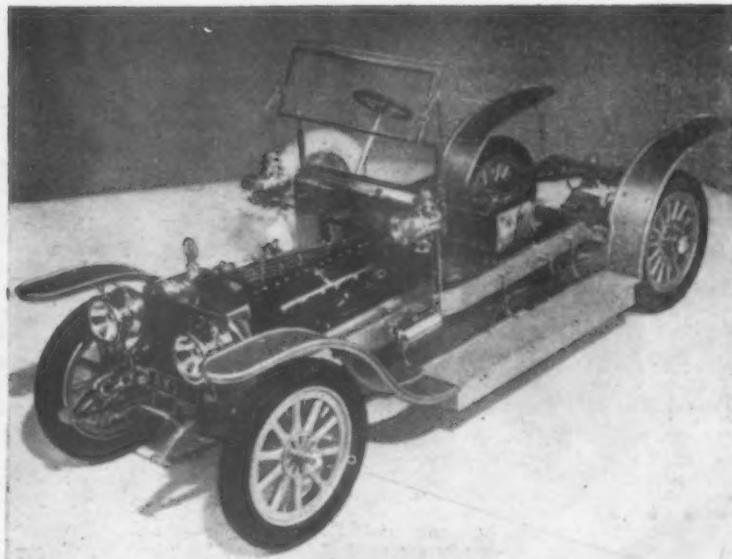
Iron Ring Grooves

A NEW piston has a graphited cast iron insert in which the piston ring grooves are turned. It is called the Ajax Ironclad, and is made by B. and C. Pearson, Wilson Works, Knowle, Warwickshire. It is planned to make the piston available as a replacement for most cars. The insert is copper-plated before it is cast in with the aluminium piston, to ensure a good bond, and it also has a webbed top flange which, after casting, is buried in the aluminium crown of the piston.

Iron expands less than aluminium, and its use makes possible finer clearances



The cast iron insert of the Ajax Ironclad piston carries the piston rings. The lower sketch shows the insert before it is cast in, and before the ring grooves are cut.



The latest addition to the Rolls-Royce exhibits in Derby Museum is this model of a Silver Ghost constructed by Mr. I. R. Amis, of Kingston-on-Thames, Surrey. The model has a wheelbase of 22½ in. Front and rear lamps are made of silver, and the brake and clutch pedals, ignition control, carburettor levers, steering, and ratchet hand brake can all be operated. The windscreen opens and folds down, and the bonnet, correctly hinged, follows the original in being held down by loaded catches.

of a piston in its cylinder. Iron ring grooves wear much more slowly, and they delay the incidence of blow-by of burnt gases and back pressure behind the rings, known causes of cylinder wear. Worn ring grooves, which cause up and down pumping action of the rings, are also a cause of heavy oil consumption.

There is no weight increase in the new pistons, but there may be, in service, slightly higher piston temperatures, as iron is not so good a conductor of heat as aluminium, particularly in the region of the rings. This matters in certain types of engines, but is of no importance in others.

D.K.W. in Britain

FOLLOWING on their recent appointment as sole concessionaires for Porsche cars in Great Britain, A.F.N. Ltd. have now been appointed sole distributors in the United Kingdom for the D.K.W. range of models.

Coventry Museum

A MUSEUM showing Coventry's industrial development may be set up in the city and the Corporation's museums committee is considering the acquisition of part of the Nash Collection of early mechanical transport. This will include seven cars of special interest to Coventry, manufactured between 1896 and 1921.

Vauxhall Record

DURING 1953 the Vauxhall company produced 39 per cent more vehicles than in 1952. The total number of Vauxhall cars and Bedford commercial vehicles built during the year was 110,099 compared with 79,162 previously. The company's previous record year was 1950, when 87,500 units were produced.

Nearly 40,000 vehicles were delivered

to the home market, but nevertheless, exports made several new records for the company. An average of 276 vehicles were exported for each working day, which represented more than 60 per cent of the company's total production. The total was 9,600 more than in 1952. The 400,000th Vauxhall-built vehicle to be exported since the war is due to be shipped in about a week's time.

French Production Down

VEHICLE production in France declined during 1953, the total output being about 30,400 cars a month compared with 30,800 during 1952, according to figures issued in Paris by the National Statistics Institute. Commercial vehicle production also declined by about 400 units a month.

Holidays in France

A BOOKLET called *Planning Your Holiday in France* has been published by the French Government Tourist Office, 179, Piccadilly, London, W.1, and is available on request without charge. It is a useful little booklet and information is listed in it under about 50 different headings. Particularly for those who have not been to France before the booklet should prove distinctly helpful.

BEN Annual General Meeting

AT the Annual General Meeting of the Motor and Cycle Trades Benevolent Fund, London Centre, Mr. T. Cordery, honorary relief secretary, said that membership was at a lamentably low figure considering the small cost and the large number of eligible persons in the motor and cycle industries. National relief expenditure during 1953 reached a new high total of £31,152 compared with £28,049 in 1952.

NEWS and VIEWS continued

Westerner from the East

LATEST product of the Stalin automobile works in Moscow is the ZIS-112. This 6-litre "hard-top" sports car has a very definite transatlantic look about it, and the influence of American stylists is much in evidence.

The eight-cylinder in-line engine develops 140 b.h.p. at 3,600 r.p.m. The wheelbase is 12ft 6in. A single head lamp is set in the centre of the circular air intake.

Fewer Trams, Fewer Accidents

SINCE London disposed of trams in favour of buses there have been 300 fewer accidents during a year on former tram routes. This is a reduction of nearly one-third.

A survey was conducted by a team of investigators of the Road Research Laboratory, and among the reasons they give for the decrease are that passengers are no longer exposed to the danger of boarding and alighting from trams in the centre of the road, and that trams were less able to take emergency action to avoid collision than buses.

Volkswagen Headache!

THE High Court of Lower Saxony has raised the hopes of thousands of Germans who paid money under the Hitler regime for a people's car. The Court held that the subscribers were in contract with the Volkswagen company, and not with the now disbanded Nazi party. This particular judgment deals only with the question of contract validity and does not mean that the subscribers will now get their money back.

However, if the judgment is upheld, the Volkswagen company may have to make reparations to the approximate total of two and a half million pounds.

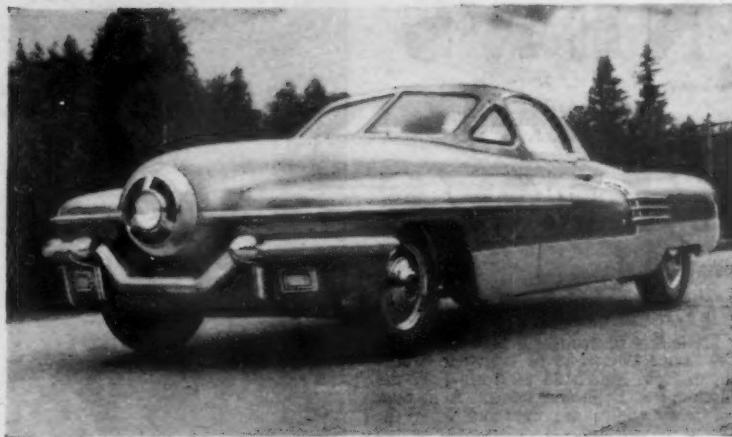
Channel Islands Sailing Tickets

SAILING tickets will be necessary for travel to the Channel Islands via Southampton on Fridays from May 28 to September 3. Travellers via Weymouth must have sailing tickets for Saturdays from June 12 to August 28. To encourage mid-week travel, reduced fares will be available on Tuesdays, Wednesdays and Thursdays.

Fair Warning?

THE Chairman of the Dorking County Bench has said that motorists would be well advised to adhere strictly to the 30 m.p.h. speed limit in the restricted areas near Reigate, as the Bench intend to impose heavy penalties for any infringements in this respect which come before them. A section of the Brighton road near Horley is understood to be chiefly responsible for recent prosecutions.

The Chairman also said that many magistrates were motorists and disliked imposing fines, but they took the view that there was no excuse for a driver of a motor vehicle failing to observe the speed limit.



The new Russian ZIS-112; the peculiar window arrangement does not blend well with the general body style (see accompanying paragraph).

American Sports Car Show

THE third annual International Sports Car Show, which is to take place in New York from February 6 to 14, will for the first time at this important American exhibition, show French models collectively. Hillman Minx, Rover, Ford, Jaguar, Rolls-Royce, Bentley, Ferrari and Mercedes-Benz cars will also be on show.

10 Per Cent Reduction

ON their new cross-Channel service from Lympne to Calais, Silver City Airways, Ltd. propose to introduce a 10 per cent reduction in price for mid-week travellers. This concession will also apply to motorists who travel on any of the company's ferries on Tuesdays, Wednesdays and Thursdays. The reductions will take effect on April 15.

Geneva Show Changes

THE organizers of the 24th international car exhibition, which will be held at Geneva from March 11 to 21, have announced that the layout of cars, boats and trucks has been re-arranged so that visitors to the show will be able to inspect the exhibits much more conveniently. A second floor will be added and accessories stands will be placed in much more prominent positions.

British Output

DURING 1953 595,000 cars were produced by the motor industries of the United Kingdom. The total number of cars exported exceeded 302,000, and although these figures are less than those of 1952, Mr. R. Gresham Cooke, C.B.E., director of the Society of Motor Manufacturers and Traders, commented that they were something of an achievement in the light of world trading conditions.

Apathy?

DURING 1953, 20 per cent fewer road dangers were reported to the R.A.C. for investigation and appropriate action than in the previous year. This was despite wide publicity given by the R.A.C.

to their scheme whereby they encourage road users to report bad signposting, dangerous road surfaces, and so on. Last year, except for miscellaneous road surface dangers, most of the reports concerned lack of signposting. The dangers of roads with tramlines brought forth only five reports, partly, no doubt, because of the substitution of buses in London and the removal of the old tracks.

Flashing Beacons Remain

MR. LENNOX-BOYD, the Minister of Transport, in a reply to a question by Sir Thomas Moore, stated that he was satisfied that flashing beacons were effective and he did not contemplate, at present, any alteration to their design or colour.

Exmoor National Park

THE Exmoor National Park (Designation) Order, the eighth of its kind, was signed on Wednesday by Sir Patrick Duff, chairman of the National Parks Commission.

The designated area includes the Brendon Hills and parts of the surrounding hills and wooded valleys. This area also includes the famous Porlock and Countisbury hills.

Daimler-Benz Production

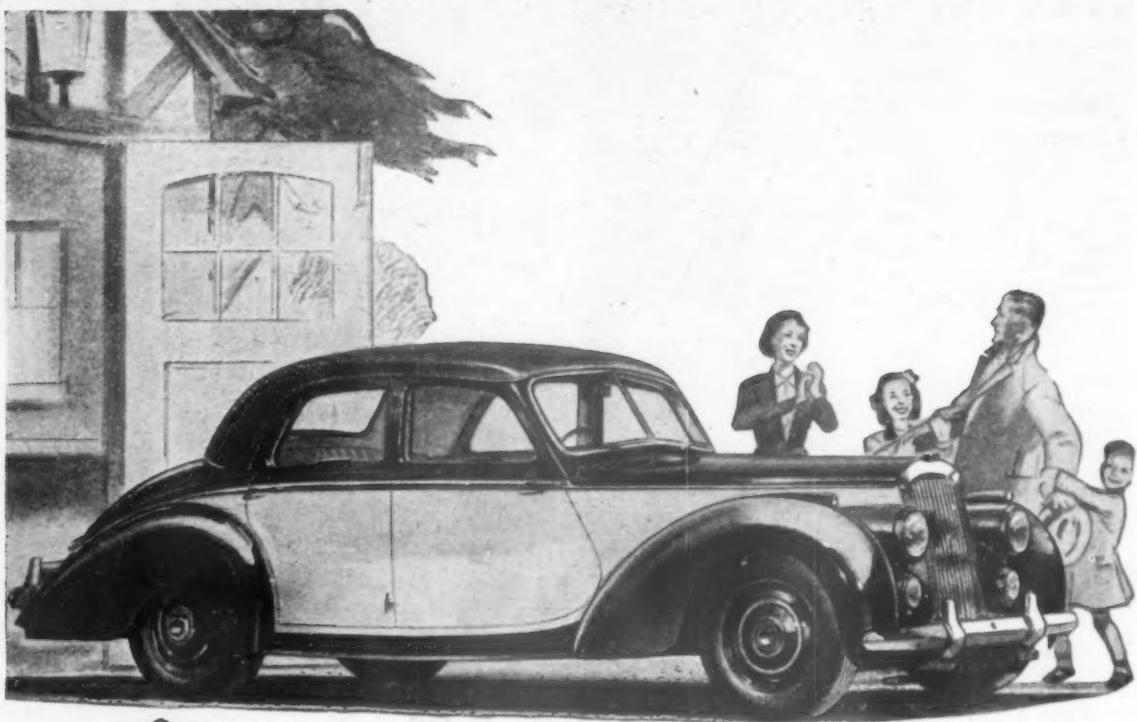
DURING 1953 the Daimler-Benz A.G. manufactured 34,975 passenger cars. These were made up as follows: Mercedes-Benz, Type 170, 24,567; Type 180, 4,373; Type 220, 3,725; Type 300, 2,310.

These figures go to illustrate the rapidity with which the German automobile industry has recovered since the war.

Synthetic Rubber Again

RESTRICTIONS regarding the use of butyl synthetic rubber in the manufacture of tyre inner tubes have now been eased. Tubes made from butyl hold the air much more effectively and as a result tyres need not be inflated so frequently.

Butyl, which costs dollars, has hitherto been available only to manufacturers of export goods and official consumers.



*A joy to own—
a dream to drive*

With its long, low lines and elegant new styling, the Riley 1½ litre Saloon proclaims its good breeding and your own good taste wherever it goes. Its special appeal is to the discriminating motorist who expects 'all round' excellence in a car. The Riley has one of the most successful engines ever designed, matched by incomparable steering, superb road-holding, suspension and braking. See and test the Riley 1½ litre for yourself.

For the sheer pleasure of driving there's nothing quite like a Riley—it's a car of rare character.

Arrange a trial run with your nearest Dealer.



The New Riley 'Pathfinder'.

Ask your Riley dealer for full information about the brilliant new Riley 'Pathfinder'.

Riley models are fitted with safety glass all round.



Yes indeed!

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RILEY MOTORS LIMITED, Sales Division, COWLEY, OXFORD

London Showrooms: RILEY CARS, 55-56 PALL MALL, S.W.1 Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

NEW VALVE SPRINGS IN . . .

TOP SPEED SPRINGS UP

The difference is quite astonishing when a car a few years old or more is fitted with a new set of valve springs. Power that had been leaking past the valves is harnessed for performance. Up goes speed and down goes petrol consumption. Get your garage to check over *your* valve springs and if they are worn have a new set of Terry's fitted. These, all the experts agree, are the best valve springs made !

TERRY'S AERO QUALITY VALVE SPRINGS

Terry's Magneto Spanners
The 'Midget' 8-leaved spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes '012 feeler gauge and small screwdriver. Blued finish. 1/6 each.

Terry's Battery Terminal Remover
Strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each.

HERBERT TERRY & SONS LTD, REDDITCH, ENGLAND

STATIC CHARGES

FACTS ABOUT THE ELECTRO STATIC CHARGE GENERATED BETWEEN TYRE AND ROAD

"Sparkbite"—punctures caused by static discharges through the generation of ozone between tyre and tube. The ozone attacks the rubber.



EVERY now and then someone becomes alarmed at the presence of electricity on his car, revealed by a spark jumping or by a slight shock when a door handle, say, is touched. The preposition "on" is used advisedly, for this is static electricity, which is confined to the surface of a body, and for the purposes of this article it may be very loosely defined as the charge which is associated with insulators as opposed to conductors. Simple evidence of static electricity occurs in daily life; the rise of the cat's fur when stroked; the crackle of a comb as it is drawn through hair, and of a silk garment when pulled off or on.

The phenomenon is caused by the bringing together and separation of two surfaces; charged particles cross over owing to a lack of balance in the field of forces and the two surfaces acquire equal charges of opposite polarity. A rubber tyre and a dry road are two excellent surfaces for the generation of such a static charge, with the result that vehicles running on rubber tyres acquire a high potential. How high, and the implications of the voltage figure, the distribution of the charge—in fact, all about static in road vehicles—has been very ably described in a Paper by D. Bulgin, A.I.R.I., A.Inst.P., of the Dunlop Research Centre. The subject has considerable fascination, and its understanding is by no means beyond the layman.

Electrical Tyre Punctures

Three effects are listed of static charges—electric shock to the human body, radio interference and a defect of the inner tube known as "ozone puncture." The shock results from the discharge through the human body of the stored energy in the vehicle, which at a maximum could be enough to give a reaction comparable with that from a sparking plug. This might lead to an accident through muscular reaction, and as a result precautions are taken to reduce the risk. Laboratory tests with capacitors of 740 and 4,100pF (0.0074 and 0.041 microfarads) gave the following results (the capacity of a vehicle is about 600pF):

Condenser voltage	Reaction when touched 740pF	Reaction when touched 4,100pF
1,000	Not detectable	—
2,000	Detectable	Prick
5,000	Prick	Sharp prick
10,000	Sharp prick	Slight jerk
15,000	Slight jerk	Jerk
20,000	Slight jerk	Sharp jerk
25,000	Moderate jerk	—

On smooth dry roads potentials of 15,000 to 50,000 volts can be experienced, while 100,000 volts is not uncommon; even a cyclist will acquire a potential of 5,000 volts to earth.

Although it might be expected that radio interference

would be severe this is not, in fact, so unless weak broadcasting signals are being strongly amplified; interference can be caused to v.h.f. communications equipment, however, used by taxis, business organizations and police.

The "ozone puncture" is very interesting, and is known in the U.S.A. as "sparkbite." Its character is that of the slow puncture and perforations are found on the tube sides and less frequently on the crown. They arise from the formation of ozone at points between the tyre and tube, which speedily attacks rubber in a characteristic way, slitting in the direction of principal stress. The ozone is generated at points of abnormal resistance between rim and contact area of the tyre with the ground, where ionization takes place repeatedly. Miniature spark gaps, as it were.

Voltage Build up

It is of interest to recall why this voltage rises so high, though such elementary considerations are, of course, left out of Mr. Bulgin's thesis. Tyre and road form a condenser (electrical storage tank) the quantity storable by which (Q) depends on the capacity (C) and the voltage (V):

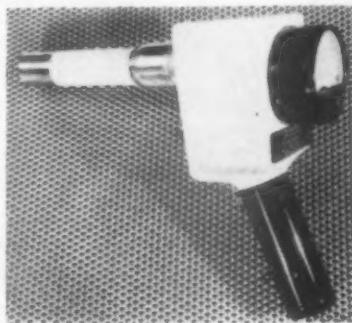
$$Q = C \times V$$

Now the capacity of the condenser formed by any given area of tyre in contact with the road is at its maximum when the gap between tyre and road is at a minimum, and as the contact area moves away from the road the capacity decreases rapidly. What happens to the voltage?

$$V = \frac{Q}{C}$$

and C rapidly becoming minute, V is subjected to a rapid rise. With the tyre tread continually making and breaking contact the vehicle becomes charged to a steady potential determined by the resistance of leakage paths to earth, the voltage generated and sometimes induction effects.

The voltage generated is thoroughly dealt with, and Fig. 1 shows how it varies (amongst other things) with various road surfaces. The vehicle used in the experiments so recorded was a bus and the measuring instru-



This is the Baldwin-Dunlop Statigun, which is used to measure static voltages generated on moving vehicles.

STATIC CHARGES . . . continued

ment is called the Baldwin-Dunlop Statigun; this was located on the platform of the bus (the crucial point for passengers experiencing static). Note how the potential may be either positive or negative to earth.

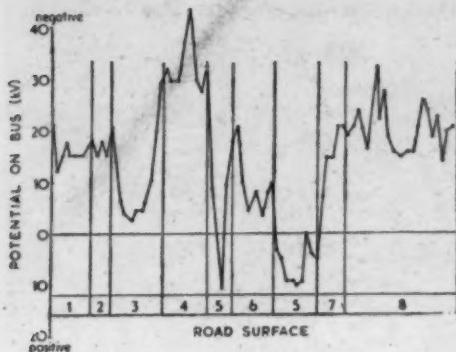


Fig.

Tyre voltages are measurable on the tread in relation to the point of contact with the earth and also across the side of the tyre to the rim of the wheel. This has been done on a tyre running on a steel drum which was earthed, and the voltage "curve" proves to be a lobe (as might be expected, of course); it is shown in Fig. 2. Note how it rises to peak value soon after the tyre tread portion has broken contact with the road and then leaks away until contact is renewed.

The lower the resistance of the tyre (it must be appreciated that materials commonly called "insulators" are merely high-resistance conductors), the smaller the magnitude of the voltage lobe, and in Fig. 3 the lobes are shown for tyres of four specific resistances lying between 10^6 and 10^{15} ohms per cm.

The voltage across the side wall of the tyre is shown in Fig. 4, which is a typical curve in which a potential to earth of zero at the rim becomes 5,000 v. away.

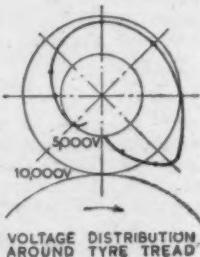


Fig. 1

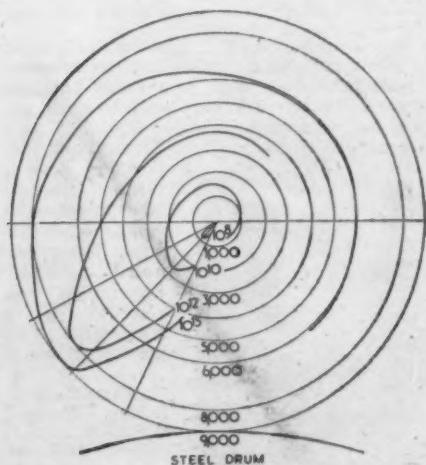


Fig.
3

Road speed has the expected effect of raising the voltages generated and there is a formula in existence giving very good agreement with observed results; the rate of rise of the voltage is greater with tyres of high resistance than it is with low-resistance tyres. With a tyre whose resistance was about 10^{11} ohms, 50,000 vehicle volts at around 30 m.p.h. became about 65,000 volts at about 50 m.p.h., but with a tyre of 5×10^9 ohms resistance a figure of around 3,000 or 4,000 volts had risen to only about 6,000 volts at 50 m.p.h. Fig. 5 is relevant in this context, showing the voltage on cars travelling at 40 to 50 m.p.h. with tyres of a range of resistances, and one further point of interest is that static charges on post-war cars have a voltage about 30 per cent greater than on those of pre-war design. This, explains Mr. Bulgin, is because the modern car has a much greater tread to mudguard clearance to accommodate its softer springing and as a result the capacity of the tread of the tyre to the vehicle is reduced, causing the rise in voltage.

Speed (m.p.h.)	Voltage (V)
0	0
0.5	1000
1.0	1500
1.5	2000
2.0	2500
2.5	3000
3.0	4000

Fig. 4 VOLTAGE ACROSS SIDE WALL

With so much known about the phenomenon of static

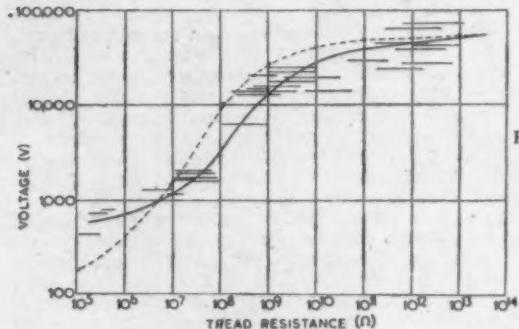


Fig.
5

charges on tyres, the remedy became fairly easy and was, of course, to use tyres of sufficient conductivity to stop the charges from rising above a certain voltage; this was deduced to be about 10,000 volts, and it is, perhaps, as well to interpolate here that the reason why 10,000 volts of static electricity on a vehicle will not kill a person, whereas contact with a 10,000 volts high tension cross-country cable will, is a matter of quantity. The amount of electricity stored at that pressure in the tyre is minute and the current which flows through the body is of such short duration as to be harmless; from the overhead cable the quantity of electricity available is virtually unlimited. Something similar occurs—or used to occur—with the sparks from the blacksmith's anvil. Though incandescent, they were harmless to the touch, the quantity of heat stored in them being minute; even a not visibly hot horseshoe fresh from the smith's attention was a quite different matter!

A tyre resistance figure of less than 10⁹ ohms at any time during its life can be described as "non-static" and for several years past the majority of passenger-carrying vehicles have been fitted with such tyres. While it is technically feasible to lower the resistance still more, it is not necessary to do so, especially as a risk arises of a vehicle coming into contact with the normal 230 volts electric mains supply (by touching a bared cable, say). If the tyres were of a low resistance, severe shock or burning might result. The reduced electrical resistance of the side wall increases the leakage of the vehicle's residual static charge to earth and this is an extra safety precaution when inflammable liquids are carried, though the leakage path is too chancy for any possibility of dispensing with the normal precautions taken with tanker vehicles, which comprise direct bonding and earthing.



PRESSE RALLYE MONTE-CARLO

The 2,000-mile journey is over; once again there are tales of high adventure, disappointment and disaster. The following eleven pages relate the story as witnessed by "The Autocar" team who covered the route with the competitors. A summary of results is given below; full results will be found on page 151.

RESULTS SUMMARY

1, Lancia 2,451	...	(L. Chiron)	6, Jaguar 3,442	...	...	(R. Adams)	11, Alfa Romeo 1,884	...	(G. Houel)
2, Peugeot 1,290	...	(P. David)	7, Renault 747	...	...	(Mme M. Pochon)	12, D.K.W. 896	...	(H. Meier)
3, Panhard 745	...	(A. Blanchard)	8, Jaguar 3,442	...	...	(C. Vard)	13, Ford Zephyr 2,262	...	(T. Harrison)
4, Renault 747	...	(C. Johansson)	9, Peugeot 1,290	...	...	(P. Giraud)	14, Citroen 2,867	...	(H. Marang)
5, Renault 747	...	(J. Vial)	10, Porsche 1,086	...	(F. Metternisch)	15, Sunbeam-Talbot 2,267	...	(S. Moss)	

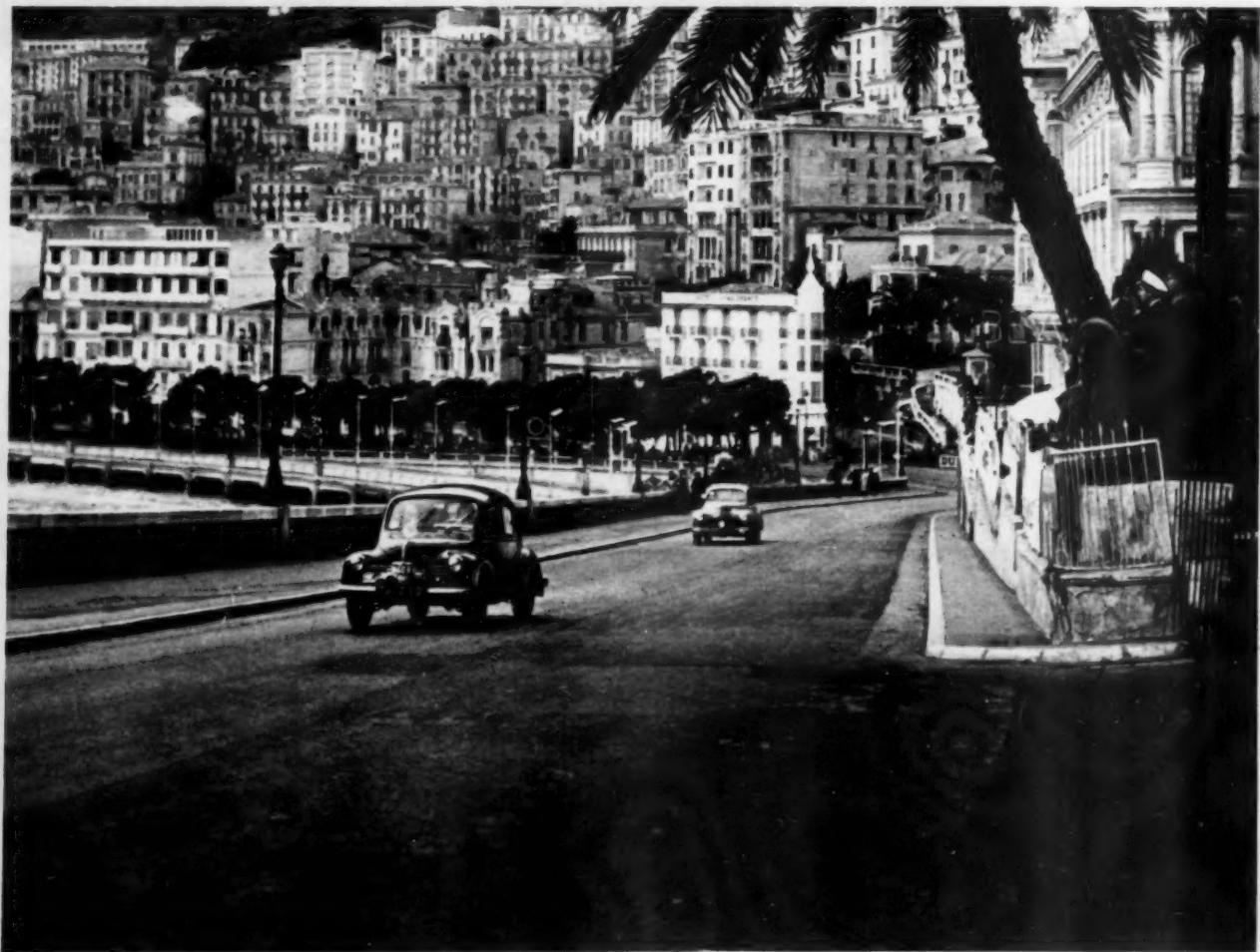
A cheerful Louis Chiron, ace racing driver of former years, who started from his native Monaco, stands by his Lancia Gran Turismo as he prepares to leave Luxembourg.





Lancia Victorious in 1954

ATHENS THE ONLY TOUGH ROAD ROUTE : UNDUE



Mme Pochon in her 750 Renault leads another competitor up the hill overlooking the harbour at Monte Carlo.

THE 1954 Monte Carlo Rally has come and gone, and victory went to the great Monégasque driver, Louis Chiron, at the wheel of an Italian Lancia.

Second in general classification was a Peugeot driven by P. David and P. Barbier (France), a deserved place for a *marque* of astonishing virtuosity. Third was A. Blanchard's and M. Lecoq's Panhard, and as all three of these were class winners, the Rally result has a satisfactory variety about it. To Madame Pochon and Mlle Renaud went the Ladies' Cup, and their sprightly handling of the little rear-engined Renault well merited the honour.

The two special tests, one a regularity version over the final 165 miles of the road, the other a speed test round the Monaco Grand Prix Circuit, did not prove as successful as the organizers had hoped. They also introduced a new element into the Monte Carlo Rally, for the system of marking meant that it was possible, by a good performance in the two tests, to beat a car that had a clean sheet over the road section. Although the fact had no significance in the actual event, it introduced an undesirable element into a competition whose essence is the 2,100-mile road run.

For all but the speed test (and the Athens route) the weather over the period January 18 to 23 was benevolent, but the speed test, which would most have



Ralph Sleigh's little Ford Popular overtakes an ex-U.S. Army lorry, laden with farm machinery, at Delme.

Monte Carlo Rally

INFLUENCE OF SPECIAL TESTS

benefited from sunshine, was held in bleak conditions with a cold wind and occasional spots of rain.

As *The Autocar* closed for press the declared result had been dramatically put in doubt—an unprecedented situation for the Monte Carlo Rally—by protests lodged against the eligibility of the Lancia.

Monte Carlo, Friday, January 22. THIS must surely go down in Monte Carlo Rally history as the year in which the weather did its utmost to spoil the event—and failed. Only from Athens was the going bad, the warm front that had caused heavy snowfalls and avalanches in Austria and Switzerland the week before having deposited more snow in Yugoslavia and Greece. Of that more later. On the traditional routes—from Glasgow, Monte Carlo, Stockholm, Oslo, Palermo, Munich and Lisbon—conditions were unbelievably good. Roads were mostly dry, Northern France seemed unable to produce its usual fog, there was no more ice than one expects at this time of the year on even the road to the office, and the Le Puy—Valence section, so devastating a couple of years ago, was merely fast but cautious going round the thousand-and-one corners of the mountain valleys; indeed, the previous section from St. Flour to Le Puy held more snow, old and dirty drifts occasionally narrowing the road to single-car width. As for the last section through the Maritime Alps, over the Col des Lèques and the Col des Luens, this was unprecedentedly free from snow, and regularity averages were threatened only by worn ice on shaded bends.

Yet the rally remained the magnificent winter journey that it is, 2,000 miles of straight-off motoring from the farthest-flung points of Europe to the little Principality in which the oranges hang gaudily from the trees and the mimosa showers golden rain from villa gardens. "A piece of cake," your average competitor is saying; but none the less he remembers the

several occasions when his weary bones ached for a bed and when he asked himself, savagely, why he fell for three days and nights of driving...

Last week's issue contained news of the early sections of the routes (page 101). Competitors were converging on the central "master circuit," as it were, which is followed by the Monte Carlo starters. From Glasgow they joined at Liège; from Oslo, Stockholm and Munich, at Amsterdam; from Lisbon at Paris, and from Palermo, in Sicily, at Bourges, to the

south. Last of all came the Atlantes contingent, who joined the rest only at Valence, 266 miles from Monte Carlo. This rally runs veins throughout the body politic of Europe east of the Iron Curtain; it transforms Monte Carlo into a Tower of Babel of European tongues; it is international sport at its finest.

This year's changes in the organization, while significant, remained incidental to the road journey. Yesterday, Thursday, January 21, saw the new regularity section from Gap to the Mediterranean start at the final control—165 miles of precise timing. Tomorrow, Saturday, the top-rankers will race round the houses on the Monaco G.P. circuit, for the "Speed Performance Test" amounts, frankly, to a production car race. The rest is the spit and polish of the *concours* in front of the baroque Casino. In the meantime, the road: *The Autocar* staff motorists were ranging far and wide with the competitors. Michael Clayton was over with the Monte Carlo starters as they ran north-west from Strasbourg, parallel with the German frontier, and this is what he had to report:

"Strasbourg, with its Franco-German history, mixed architecture and unusual atmosphere, was, to competitors, just another city with arrows indicating the way to a control, this time at an hotel opposite a railway station. After all,

Rally competitors created great excitement in Yugoslavia. The control at Ljubljana shows a typical scene, with Moss' Sunbeam-Talbot from Athens in the foreground.





Travelling barber ; the Renault of Jean Sandt receives routine attention on the outskirts of Burgos. Apart from the electric razor, this car was equipped with eight forward facing lights.



S. Croft-Pearson's Ford Zephyr at Castellane in almost summer sunshine.

Miss M. Walker puts her Sunbeam-Talbot and its tyres through their paces on the Alpine descent to Digne.



station approaches vary little anywhere in Europe, and competitors were already sleepy. At 9 a.m. on Tuesday morning the first car pulled in, an Alfa Romeo with a French crew headed by G. Houel. Next came Tommy Wisdom's Daimler, all complete with its trumpet horns and hooded lamps, then a Hotchkiss and a series of other French cars. French was the predominant language here, for, apart from the nationality of the city, all the crews passing through had started from Monte Carlo, the favourite starting point for the French.

"Shortly after 10 a.m. the first car was away again, in clear, cold weather, and on roads which made the going easy despite occasional stretches of ice, frost and fog, any of which were enough in themselves to have brought the average English traffic stream down to little more than a crawl. Pleasant but not striking country surrounded the competitors from Strasbourg, through Metz, to the Luxembourg control; but later the cars swept into the Ardennes, with hills and with river-centred valleys reminiscent of parts of Great Britain.

"Little trouble of any sort was experienced. The Hotchkiss of Capdeville and Bilard was stopped while the crew tried in vain to trace a tapping noise in the engine. Meanwhile little Renaults, and the bright orange D.K.W. of the Dutchman Blansjaar, went crackling by, in convoy with bigger cars that were taking it easy at this stage. Average speeds were deceptive, however, for one British crew put up an average of some 50 m.p.h. between Strasbourg and Saverne in spite of stretches of treacherous frost, yet without any appearance of hurrying.

Chiron Goes Past

"In contrast with them all came the irrepressible Louis Chiron, a man with that kind of vitality which does not lend itself to a conservative method of travel laid down by any stop-watch conscious navigator. Just after cars came past with numbers in the thirties, No. 69, Chiron, preceded by the scream of Alpine horns, came and went along a narrow but straight road at a speed guessed to be comfortably over the magic hundred. There was an exultant snatch of sound from the exhaust of his Gran Turismo Lancia, then the silence of the French countryside once more.

"Brief halts at French, Luxembourg and Belgian frontier posts, glimpses of historic countries, clean air and the rolling Ardennes; these were the impressions of the Luxembourg-Liège section, which was but a small part of the route of this classic event."

Glasgow starters joined at Liège after coming from Boulogne in bright weather and over dry roads, but from Liège northwards to Amsterdam there were rainstorms and a driving wind on the Tuesday night. Oslo, Stockholm and Munich starters joined in the Dutch city, and all of them came back over the frontier during the night on a run to the Belgian capital that was uneventful.

The weather held in the main, and there was little treachery in the roads. Cars arrived extra early in Brussels on Wednesday morning, and crews were glad to find that baths and breakfasts were possible before checking at the control. The few accidents recorded last week were responsible for a minimum number of cars failing to report, but otherwise the rally was going like clockwork; Blansjaar's D.K.W. was first in the control at Brussels, as its number dictated, then Vial's Renault and Sleigh's Ford Popular. The Austin of

Sleeman and Holmes had had damper trouble; the car was jacked up, Bill Sleeman hammered away underneath and Holmes continued to sleep soundly in the back. The Vivians, Charles and Frederick, had carburettor trouble with their Jaguar, and had to drive hard to make up the delay (about two hours) for the repair; that they succeeded is an indication of the ease of conditions this year. Local interest in Belgium was not great.

The picture was now getting clearer; the cars were flooding down through France towards Rheims in the early hours of Wednesday morning, and the Lisbon section was coming north to meet them. Down in Spain, a hundred or so kilometres from Madrid, Michael Brown awaited them by the roadside, and his first dispatch was as follows :

The Lisbon Route

"The Spanish plateau lies a bitter three thousand feet towards heaven from sea-level and across this bleak apology for arable land streaks the road from Madrid, along which the cars came on Tuesday afternoon. Characteristically, the first to come in sight was the Zephyr of Gatsonides and Bequart which, well ahead on schedule, crossed the gully and climbed through the huddle of sandstone walls that was Bahabon de Esgueva. Blanchard and Lecoq followed in their Panhard, and then Provost and Lavaud in a Peugeot. After that they came fast and regularly, for the speed along the dry, tree-lined trunk road was anything the driver chose.

"We joined them, leaving without even a glance from the peasant who rested his enormous load of firewood against the bank twenty yards away. Elsewhere there was great interest, though. In the village the children gaped, the men paused with their mules and commented, or stared up for a period during which the wooden plough wandered in the brown, dusty top-soil. A woman in the funereal black of the Spanish peasant came out of her house, spat, and passed a caustic comment to a neighbour. A week's cars were passing in sixty minutes; this was news.

Incidents in Spain

"Outside Burgos, Mimes de Cortanze-Hustin and Hélène George stopped in the weak sunshine at the 9km post, their Peugeot looking as elegant after 500 miles as they, for this was proving a clean rally. Mimes Terray and Gordine's similar car overtook a lorry from which the driver's mate hung, filling the radiator as it boiled its way up the hill. Outside Burgos city limits cars stopped for *gasolina*, with or without *plomo*, and the odd sump drained on waste ground in the casual manner of Spain. Jean Sandt adjusted the tappets of his Renault 750 (special carburettor); Senhor da Silva Geraldes from Portugal gazed reflectively into the bonnet of his grey Jaguar; Pizot and Abattu polished their Peugeot. Later, Sandt was seen having an electric shave; as his Renault had eight front lamps, homage is obviously due to the battery. Bluff Leslie Brooke arrived in his Sunbeam-Talbot, with Ian Fraser-Jones as co-driver; the journey so far had been a picnic. Later (on the descent into Irun) they had a puncture and changed a wheel, and later still, in a 3 a.m. fog outside Toulouse, played Good Samaritan to a non-competing car that had run out of petrol.

"The control at Burgos was under the bare plane trees of the Espolon, where a huge crowd, black-bereted, thronged the barrier. White-helmeted police guided

the cars away towards San Sebastian, over the one small *puerto* that makes a gateway to the plateau, and the easy progress was reflected in the boisterous horn-blowing at a level crossing in Miranda de Ebro, where an Einett engine shunted interminably to and fro to the glee of onlookers. When the pole ultimately went up it was a Grand Prix getaway.

"At the frontier there was keen competition for honours in passing the cars through swiftly. Perhaps the French won by their casualness, but an award of merit must go to a Spaniard whose printing in capital letters was fantastically fast. After that we ran south-east through Pau under a full moon in a cloud-free sky, with an air as mild as milk, dry roads and the Pyrenean summits away to the right, bulking black against the stars. Regularly spaced, the yellow head lights made a necklace of gold for the throat of the Iberian peninsula."

In such easy conditions crews' interest

did not have to be so self-centred as usual, and several cars tailed Pierre Hue's 2 c.v. Citroen "to see what it was doing." The answer was a very steady 45-50 m.p.h. With 750 Renaults the answer was 60 m.p.h. plus, and the speed of these little rear-engined cars on the mountain passes was astounding. Big cars tended to progress in bursts of terrific speed, and it was a frequent occurrence for cars like Richard-Ducros' Bentley or Bennett's Armstrong Siddeley Sapphire to whistle past other competitors who themselves were maintaining the steady 65 m.p.h. or so which seems the rally's typical speed over main roads. An object of some awe was the stop lamp on the Willys-Overland of the Americans, Mr. and Mrs. Cramer, the diameter of which was about eight inches, and the fluorescent tape along the bumpers—red behind and white in front—was approved.

The interest shown in the rally by onlookers was enormous. At the Spanish



T. H. Wisdom's fast Daimler Conquest at Sarrebourg. He started from Monte Carlo.

frontier there had been large crowds; in Tarbes, where there was a control, they were fantastic. It was midnight, and the cars threaded up a single lane between cheering bystanders. They hung from upper windows; they clung to lower window sills, and as the cars ran out of the town towards Toulouse they stood in little knots, bending forward with one accord to descry the rally plate behind the headlight beams. Towards Toulouse, at about 4 a.m., a fog came down through which the rally average was still maintainable, and although it was clearer in the city, it clung wet and chilly round the crowd which had come to watch "*le Rallye*" even at this least auspicious hour of a Wednesday morning.

The route up to Paris was over a *Route Nationale* of less than first importance, which winds through hilly country and passes through lesser-known towns such as Figeac, Gueret and Villefranche de Rouergue. All roads lead to Paris, however, and at last Lisbon starters had joined the rest who had sped south on N2 from Rheims. The touch of farce was provided by more police as motor cycle escorts than



Cuchet and Gille, with their Simca, pass the Customs before entering Luxembourg, followed by the Citroen of Marion and Charmasson.



With the town of Castellane lying in the mist in the distance, Mme Renée Gregoire's Peugeot speeds through the early morning sunshine.



The Mark VII Jaguar of Charles Lambton and H. Bradley crossing the river at L'Asse.



On the first section of the regularity test there was time to spare and cars queued up short of the control. The Jaguar of Conde de Caralt takes on fuel while Louis Rosier's Renault passes by.

Mme de Cortanze Hustinx in her Peugeot hurries through Bahabon de Esgueva, in Spain, on the route that started from Lisbon. An unconcerned peasant proceeds—
at a slower pace.



XXIV RALLYE AUTOMOBILE MONTE-CARLO



JANUARY 1954

there were competitors, and by the efforts of an English competitor to persuade a Frenchman that a certain tonic drink would supply more energy than a glass of French wine. After a taste, the Frenchman decided that the English were mad after all.

One hundred and thirty-five miles to the south lies Bourges, and here came the cars from the toe of Sicily, after a run that challenged those of the others for uneventfulness. And thus the rally was complete except for the adventurers from Athens, of whom at that time little was known, although rumour flew from car to car. But in the meantime came Clermont Ferrand, St. Flour (a passage control), and then Le Puy—Valence. The rally drew a deep breath, as it were, and Wednesday night closed down over the great convoy. It swung south-east and entered the Massif Central, winding and climbing, drivers and navigators keyed up but weary on this third night in the car.

Expectations Upset

But the dreaded section was benevolent. There was a little snow, in ancient drifts, part ploughed away. There was a little frost, but who does not expect frost in winter? There was a little ice, but only enough to wag a tail. Certainly the gendarme in Lamastre, a small town thirty miles from Valence, who was sending the cars safely along the correct road, wore his heavy cloak, but the horse that was being watered opposite as it grew light had no need to nuzzle through ice on the trough. There wasn't any, and through the lovely valley that followed the rising sun sparkled on hoar frost while the tumbling stream below supplied water music. This was a *tour d'hiver*, not a rally, and after Valence, the route across to Gap maintained the illusion, for the Col de Cabre was incredibly beautiful.

The Athens Story

But the survivors from Athens had joined—tough, bearded motorists in battered cars; men, almost, from another world. What sort of world? Listen to J. A. Cooper, of *The Autocar*, who came through from the Greek capital as a crew member of the Stirling Moss Sunbeam-Talbot:

"The fifteen of us left Athens in the evening of a beautiful day, but most apprehensive of the possibilities which lay ahead. To Larissa the road and weather were both good, but then came driving snow and icebound roads over the first mountainous sections. This was not so easy, and as the first car in the convoy the Sunbeam-Talbot in which I was travelling with Stirling Moss and Desmond Scamell had to blaze the trail for the remainder. In fact, we were stuck, or off the road, three

times within 150 miles; but one advantage of a small body of competitors is that they rapidly develop a sense of comradeship in misfortune which is lacking in a large entry, and on each occasion we were helped by our supposed rivals. Johnny Pesmazoglu, Greek driver of a large Chevrolet, was extremely lucky not to go over the edge of an icy mountain pass, just balancing short of that point; but first actually ditched was the Fiat 1400 of Stylian Mourtzopoulos, soon, however, on its way again.

"So to Evzoni over a very rough piece of road, and the Greek-Jugoslav frontier. Here the weather was cold but fine; and as far as Skopje there was no snow, although the roads were rough and earth-surfaced. But, with the two hours' allowance for frontier formalities, time was ample for lunch in Skopje, the Jugoslav hospitality being overwhelming.

"Between Skopje and Nis the snow lay thickly packed on the badly surfaced lanes, and things became more difficult; here again we were ditched, in endeavouring to clear an approaching car. The Porsche driven by the Jugoslav champion driver, Milivoje Vukovic, got past, the driver stopping to enquire if we were all right; the big Chevrolet hit the parked car a glancing blow, and then, with a rope and more competitors to help, we were on our way once more.

"This section was not easy; but the next from Nis to Belgrade, was the worst of all. Here we were stuck again, while the rough roads also broke the attachments of our roof rack, which bounced on to the car bonnet and off into the snow complete with two chain-shod spare wheels, our

two shovels, the unditching gear and sundry other items! The wheels henceforth had to share the back seat with whoever was off duty; the other kit had to be abandoned. However, we arrived in Belgrade with time in hand; but many competitors lost marks, there now being only three with no penalty marks: Moss' Sunbeam-Talbot, Vukovic's Porsche and Mourtzopoulos' Fiat. The rutted, frozen snow road surfaces were so bad that every car was taking a terrific pounding; and after Belgrade, for the first 120 miles of the *autostrada* to Zagreb, the central ridge in the road surface was so high as to scrape continually the underside, jamming steering and pedal mechanisms with ice, while fog also arrived to plague tired eyes.

Into Italy

"And still there was snow, from Zagreb in the early hours of the second day up the winding road to Ljubljana. On from there to Trieste, where the Italian frontier was reached and Jugoslavia left; with reluctance in some ways, for the enthusiasm therein for the rally was tremendous, the crowds lining the route in all the populous areas being reminiscent of those seen during the *Mille Miglia*.

"Now the route lay across Northern Italy, past Venice to Padua, thence through slight fog to Vicenza, Brescia and via *autostrade* to Milan and Turin; but none of this was difficult, and the smooth road surfaces were a delight after those which we had been suffering. Now the third night was well upon us, and off we went again to Susa and up and over the Montgenèvre pass into France and



Leonard Norman's Mark V Jaguar obviously well loaded as it deals with the Col des Lèques.

down to Briançon. Although there was snow on the top, it was not new and the run was an easy one; even the Col du Lautaret was open, unusually for this time of year, permitting us to take a shorter route to Grenoble than had been envisaged. Finally, an easy run along the valley brought the 11 survivors from the Greek starting point to Valence, to join the main rally route at the tail of the procession, and so to Gap and the regularity test thence to finish at Monte Carlo.

"Of those who had dropped out, Dr. and Mme Angelvin had had the misfor-

Climbing the Col de Cabre ; Yves Chapron's Simca leads N. Papamichael's Fiat and M. Corbeletta's Kaiser-Frazer round one of the many acute corners.





The marshal at the Luxembourg control flags R. Mattock's Mark VII Jaguar (extreme left) into the car park. The Austin A.40 sports of J. Sleeman, which lost its third gear but gallantly carried on, can be seen in the centre of the row of cars.



tune to split the radiator of their Simca before Belgrade; they repaired it and carried on to the finish, but were out of the rally. Lycouris' Volkswagen was out also, likewise Hatsatourian's I.F.A.; but

Henson, who started from Glasgow, raises the dust with the Ford Zephyr on the loose surface of the Col des Lèques.

Harry and Pauline Sutcliffe were still going strong with their gallant little Morris Minor, although they had lost marks on time both at Evzoni and at Belgrade."

In one way, then, the road section might be said to have finished at Gap, because the rest was the regularity test. But that was over a magnificent part of the route and so was very definitely road section as well as special test. But at Gap the position could be gathered as regards road markings, and those penalized were as follows:—

Road Section Penalties

Athens: Peugeot (Latune and Gay) 130, Simca (Chapron and Livermet) 80, Chevrolet (Pessamoglio and Pasquali) 50, Fiat (Papamichael and Miliadis) 40, Kaiser-Frazer (Corbeletta and Massay) 550, Fiat (Dardoufa and Nicolopoulos) 500, Morris Minor (Sutcliffe and Mrs. Sutcliffe) 260, Standard (Canaroglou and Neibas) 140.

Monte Carlo: Peugeot (Hendendahl and Tom) 130, Renault (Roustan and Mme. Sugarry) 230, Pan-

hard (Renaud and Picart) 10, Ford Vedette (Watrigon and Dauvaux) 170, Opel Olympia (Zwanzig and Dr. Boer) 250, I.F.A. (Niemerjatz) 410, Simca (Levy and Levy) 90, Renault (Chapuis and De Regibus) 220.

Glasgow: Morris Minor (Duckworth) 420, Austin (Syme and Syme) 520, Ford Zephyr (Kenny and Bilbao) 10, Riley (Milton and Eridge) 170, Austin (Millard and Jackson) 110, Standard (Wileman) 170, Austin (Bridgwood and Donington) 440, Ford Consul (West and Haynes) 40, Sunbeam-Talbot (Oldbury and Frazer) 220, Ford Pilot (MacCracken and MacCracken) 70, Sunbeam-Talbot (Humphries and Biggin) 1,050, Jaguar (Merrill and Hodson) 20, Hillman (Anderson and Hasic) 770.

Stockholm: Oolah (Anderson and Nils) 70, Peugeot (Tilherne and Isotalo) 50, Peugeot (Rikkila and Tuvela) 10.

Oslo: Volkswagen (Mourier and Rasmussen) 90, Citroen (Clausen) 30, Peugeot (Bernh and Bernt) 130, Renault (Westby and Gulliksen) 20, Citroen (Duvey and Børner) 500.

Palermo: Simca (Marciot) 100, Fiat (Coppola and Scaramella) 240, Alfa Romeo (Cestelli-Guidi) and Mme. Cestelli-Guidi) 100, Fiat (Beltramini and Modessa) 20.

Munich: Simca (Charlin and Martin) 60, Lloyd (Grimm and Krim) 40.

Lisbon: Citroen (Lauvergnat and Alazard) 420, Willys-Overland (Cramer and Mrs. Cramer) 60, Ford Consul (Mrs. Needham and Miss Twiford) 10.

Under the gaunt, leafless trees lining the competitors' car park at Burgos, in Spain, on the route from Lisbon, spectators of all ages wait patiently for signs of activity. David's and Barbier's Peugeot (393) and the Citroen Six of Delaroche and Tabur are prominent.



At 5 a.m. on Thursday the Gap control opened, ready to receive the competitors, who were now faced with the most critical motoring of the whole event. By the first control (after Barrême) they had to decide the average speed that they intended to maintain not only on the easier parts of the route but also over the critical 7½ miles from Barrême to the time control before Castellane, a stretch that embraced the tortuous Col des Lèques. As the Col des Lèques was by far the most difficult part of the 165-mile regularity stretch, it was this section which was accepted by the officials as the standard for each competitor, penalty marks being incurred for any variations in average speed therefrom on the other three sections.

Reports filtering through to Gap indicated that the route was slippery in places but that an average speed of little under

the maximum (65 k.p.h.) might well be achieved. Most competitors, therefore, set a high average speed, many of them as much as 60 k.p.h. That may seem slow, but not on the Col des Lèques, which is a formidable climb at real speed.

As the first cars, headed by the orange D.K.W. of Blansjaar, arrived at Gap it was dark, of course, but on the Alpine road to Digne and on to Barrême the conditions were much better than would normally be expected in January. This part of the route is very flat by Alpine standards and the maintenance of any of the declared average speeds was easy. Even so, there was ill-luck awaiting. The most unfortunate competitor was Joannes Beekman, of Holland, in a Simca Aronde. A heavy lorry coming through the night in the opposite direction failed, it seemed, to keep in to its own side—even after it

had pulled up, its tail was well out in the road—and Beekman touched it. The side of the car was damaged along its whole length and, worse still, the crew had to change a buckled front wheel, losing valuable time in the process.

By the time cars began to arrive at Barrême the sun had risen, and by the roadside were dotted chilly and forlorn-looking people who, at appropriate moments, made signals to the cars that they had been awaiting. Mostly they made their signs to the little Panhard and Renaults, but sometimes to a Peugeot, and then the drivers knew that they were approaching a non-competing car or van into which they could put their surplus baggage and equipment, thus lightening their cars for the supremely important run over the col.

Officials at the time check outside

The Panhard driven by Robert Rainaut in the second stage of the regularity test between Barrême and Castellane, embracing the Col des Lèques. The approach to this section can be seen in the distance.





The Norwegians, Vold Johansen and Einar Giosli (Dyna-Véritas), from Oslo, on the twisty Le Puy-Valence section.



Barrême could see competitors approaching along the road on the floor of the valley below, and crew after crew ensured that they passed the actual control point to the second. During most of the day the first two or three turns of the climb up the col were covered with a thin, tacky layer of snow and frost, but all except the most powerful cars had fairly good adhesion. It was both exciting and impressive to watch them on that early part, which included the famous corner with a natural bridge of rock over it; they went up with their tails wagging, to try to achieve their target and so qualify as one of the best hundred eligible to enter the final test, round the Monaco Grand Prix circuit, on Saturday. Those among the Athens starters who still had clean sheets were not so fortunate as were the earlier arrivals, however, for when they reached Barrême the first part of the

climb was extremely slippery, and Moss, for example, had to coax his Sunbeam-Talbot to get up at all, as a result of which he lost some five seconds on the section compared with the time he had set himself.

From the summit itself spectators could see the cars tearing up and appreciate the extraordinarily high standard of driving skill. The little Renaults nearly all sounded throaty and healthy, and were going surprisingly fast, while three-gear cars like the Ford Vedettes seemed almost slow by contrast. Skeggs, in a Humber Super Snipe, was very impressive, and the 3-litre Alvis of John Banks was also fast. But however cars managed on the climb, their performances on the descent were the most exciting of all.

Down the Col

Going down, even the lowest powered cars had sports car acceleration, and the powerful cars could be pushed as if they were contenders for a Grand Prix. The Ford Zephyrs were particularly good, some of them howling down what was now a fairly good road. Repair works occasionally provided patches where the surface was unmade. The Zephyrs, particularly, travelled faster than any ordinary motorist would dare to attempt. T. C. Harrison was typical of this Zephyr contingent, going into a corner just after the summit at what seemed an almost impossible speed. However, he was checked by a Daimler being driven more slowly, and over the road works must have been

Lucien Doré follows an army 6 x 6 truck through Metz, in one of the popular Simcas.



almost blinded by the dust. Sydney Henson's Zephyr was also baulked, this time by a Sunbeam-Talbot with an all-women team.

T. Shanley went down in his Daimler at a terrific pace, and at one point, over a little bridge, the car slewed alarmingly, but the driver's grin indicated that everything was under control. Another hustler was Miss Hazel Dunham, in a Rover 75. She was really making the car work hard, and she negotiated the bad patches with considerable skill. C. Eyre-Maunsell was fast with another Humber, and on the way down to Castellane the average spectator (there were many on the col) was thankful that he was not among the crew!

Lightening Ship

While a success on the whole, the new regularity section had its anomalies. After the magnificent journey there was anti-climax in cars by the roadside awaiting the precise moment to pass the time control, or jettisoning baggage to increase performance; all the tricks, in fact, that can so easily rob a great event of its character. The unchecked sweep down to the Riviera in the hot sun was so much a part of previous rallies. Yet there was, as a result of the waiting, much to be seen. Marcel Bequart tore by, driving the Ford on stage one; Gatsonides took it up the col on stage two in a furious series of slides. Madame Simon climbed steadily and well in third gear, Blanchard hunched over his Panhard's wheel as if to ride it to the summit; Leslie Brooke was using his racing experience to good advantage, cleanly negotiating the famous arch on the ascent of the Col des Lèques.

Grimm in the little German Lloyd, from Munich, was having to work hard with only 386 c.c., but Duvey's 2 c.v. (375 c.c.) Citroen loped steadily up and was overtaken in a flurry by Mme Pochon's Renault. The 2 c.v. was



The travel stained Jowett Javelin of Mr. and Mrs. Leavens waits at the Strasbourg control while the crew checks in. The somnambulistic look on one member's face is caused partly by the photographer's flash bulb.

labelled Alger—Le Cap—Osal—Monte Carlo, a suggestion of even greater triumphs. Paul Pizot's was typical of the many sparkling Peugeot performances; these cars, with only about 1½ litres, were outstanding wherever encountered. Paul Guiraud's came down in an elegant drift, which Cyril Corbishley's Daimler emulated more violently; Bercut was blipping hard on his throttle, which the

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Kaiser Henry J. did not seem to like. Madame de Cortanze-Hustinx looked worried, unusually, and Saiz Fernandez from Portugal clashed his gears with nerves.

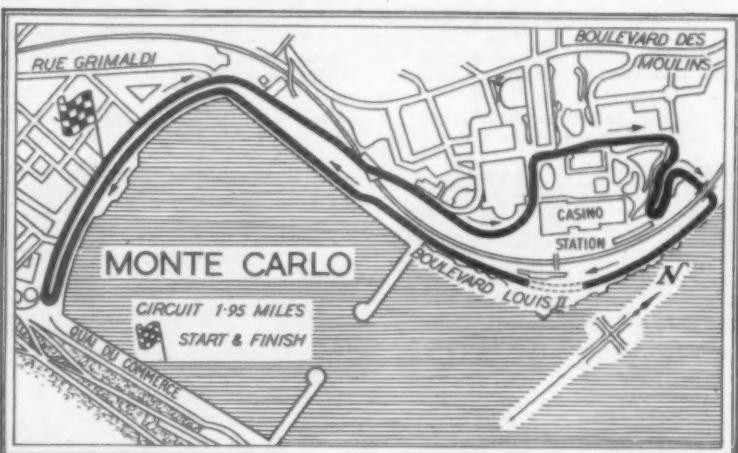
When Moss came over the distant brow of the col it was obvious that the Sunbeam-Talbot could be only his; even at half a mile the technique was unmistakable. The car was drifting, sliding to the rise and fall of the throttle note, and his judgment of the dusty wiggle where the roadmen had been busy was superb; it was difficult to know whether to feel envious or sorry for the rest of the crew, who were taken for a ride with a vengeance. After that Bennett came through in a cloud of Sapphire dust and it was time to leave the col and descend towards the Mediterranean, though first topping the Col des Luens after Castellane.

Just before Castellane there was a horrifying sight. At an awe-inspiring hairpin bend two skid marks led to the edge of the road, beyond which was little but space and, in the valley, Castellane. Investigation showed, however, that the marks had been made by front wheels and not back, and that the car had stopped in time. But the expression on drivers' faces as they saw the marks was amusing.

Regularity section 4 was from Grasse to Monte Carlo, and along the sea road it would have been easily possible to slip up, for the heavy car traffic is very often chauffeur-driven and unbugable. The



The natural bridge of rock on the Col des Lèques dwarfs a competing car on the Barrême to Castellane section of the regularity test.



The Monaco Grand Prix circuit on which this year's rally was won. Six cars at a time tore round the course after a complex system of handicapping had been applied to the hundred cars which qualified from the road section.

Competitors queue up to enter the *parc fermé* at Monte Carlo, while the yachts lie in wait for the sunshine.





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police, however, did their best to help competitors, and as the thoughtful ones had stored time in hand on the fast slopes down from the mountains, there seemed no final bitter experiences. As the last cars came in on Thursday the lights of Nice flickered on, and later, 21 kilometres on, the lights of Monte Carlo blazed.

The final relinquishment of the wheel brings anti-climax, soon to be buried in heavy sleep. Friday has had its tension, its relaxations in swapping experiences,

Chiron's racing experience, particularly on the Monaco circuit, stood him in good stead during the speed test. He swings the Lancia through the Casino corner.

its expectation of the morrow. The evening closes in with those hundred magic names still unknown and the rally offices besieged. Outside, all day, they have been closing off the circuit with barriers. Saturday is the day of elucidation.

The Irish-entered Mark VII Jaguar of Adams and Titterington takes the station hairpin during the speed test. This car finished sixth—the first British competitor.



Monte Carlo, Saturday, January 23.

On Saturday the sky over the Mediterranean was leaden and a chilly wind came in over the water. In such conditions few spectators watched the cars, six at a time, take the circuit throughout the day, with Chiron all set to pull it off. This the Monégasque did in masterly fashion, sending the Lancia scudding round the harbour up the hill past the Hôtel de Paris, and down round the Casino through a series of fearfully writhing bends. Each car did five laps of this course, the fastest to count, and several drivers managed, by a great display of skill with unsuitable cars, to improve or maintain their positions.

Harper in the police-entered Humber was one; T. C. Harrison, J. Reece and Marcel Becquart, in Zephyrs, were others; Harrison and Reece were steadily fast, Becquart meteoric, but less consistent, taking the Zephyr up to terrific revs on second and braking with such temerity as to show that the long haul had done nothing to spoil the braking.

Skill at a Premium

Daimler Conquests were surprisingly good, but the Jaguar Mark VII's were unhappy until Ronald Adams showed how superbly they could be made to travel round this winding circuit. Moss, as was to be expected, made a tremendous effort over a course on which he excels, and to see him take the Casino corner was to realize that Sunbeam-Talbots can take it also; he pulled up two places by his skill. Alfa-Romeos were remarkable, that of the Swiss, Canonica, opening the proceedings with a polished performance. Later in the day another Swiss Alfa (C. Bomand), fighting every inch with Cecil Vard (3½-litre Jaguar), went through the barrier down by the harbour with some damage. There were other crashes as well, but there were no serious injuries, and, indeed, the most tragic happening of the rally seems to have been the collapse at the wheel of Leslie Johnson, just after successfully negotiating the Col des Lèques. Later news of his condition is given in "The Sport."

The speed runs dragged on, the night came down. Interest had waned, even in the excellence of the Peugeots and Panhard. The rally was in danger of fizzling out, but finished just in time, and the results were to hand sooner than is usual. Apart from the team prize—awarded at first to Alfa Romeo, though a team entry had not been officially nominated, and then falling to Sunbeam-Talbot—it had not been Britain's year.



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**XXIV RALLYE
AUTOMOBILE
MONTE-CARLO**



JANUARY 1954

CLASS WINNERS

Up to 750 c.c.: Panhard 745 (A. Blanchard and M. Lecocq).

751 to 1,100 c.c.: Porsche 1,086 (F. Metternisch and J. Greger).

1,101 to 1,500 c.c.: Peugeot 1,290 (P. David and P. Barbier).

Over 1,500 c.c.: Lancia 2,451 (L. Chiron and C. Basadonna).

Charles Faroux Challenge Trophy (best performance of nominated team): Sunbeam-Talbot (S. Moss, Miss S. Van Damm, L. G. Johnson).

Coupe des Dames: Renault 747 (Mme M. Pochon and Mme L. Renaud).

COACHWORK COMPETITION

Grand Prix de Confort (coachwork competitor): Sunbeam-Talbot (B. Proos-Hoogendoek and G. Seitz). **Prix de Confort:** Jaguar (C. Lambton and H. Bradley).

Grand Prix de Sécurité Routière (road safety equipment): Armstrong Siddeley (W. Couper and M. Tabor). **Prix de Sécurité Routière:** Willys-Overland (F. and Mrs. E. Cramer).

R.A.C. Trophy (comfort and road safety equipment): Armstrong Siddeley (W. Couper and M. Tabor).

Prix Special—50,000 francs (for special equipment): Hillman Minx (M. Anderson and R. Haste).

In the full results that follow the information given for each competitor is: Final placing in the general classification; nominated drivers' names; car and engine size in c.c.; starting point (A.=Athens, M.C.=Monte Carlo, G.=Glasgow, S.=Stockholm, O.=Oslo, P.=Palermo, M.=Munich, L.=Lisbon); Marks lost in road regularity section; and Marks lost in the speed test on the Monaco G.P. course (the last applying only to the 100 competitors qualified for this test).

1. L. Chiron and C. Basadonna, Lancia 2,451 (M.C.), 72, 132.7. 2. P. David and P. Barbier, Peugeot 1,290 (L.), 73.6, 132.3. 3. A. Blanchard and M. Lecocq, Panhard 745 (L.), 79.5, 127.9. 4. C. Johannsson and G. Genson, Renault 747 (M.C.), 80, 127.8. 5. J. Vial and F. Faure, Renault 747 (M.C.), 74.4, 130.2. 6. R. J. Adams and J. Titterington, Jaguar 3,442 (M.C.), 71.8, 138.5. 7. Mme M. Pochon and Mme L. Renaud, Renault 747 (L.), 75.1, 136.6. 8. C. Vard and A. Jolley, Jaguar 3,442 (M.C.), 73, 73.7, 139.6. 9. T. Guiraud and H. Beau, Peugeot 1,290 (L.), 77.2, 136.9. 10. F. Metternisch and J. Greger, Porsche 1,086 (M.C.), 75.7, 137.8.

11. G. Houel and J. Quinlin, Alfa-Romeo 1,884 (M.C.), 82.3, 132.1. 12. H. Meier and Schellhass, D.K.W. 896 (M.C.), 80.1, 134.6. 13. T. C. Harrison and H. W. Phillips, Ford Zephyr 2,262 (G.), 76.6, 139.8. 14. H. Marang and E. Celierier, Citroen 2,867 (M.C.), 75.4, 141.3. 15. S. Moss and D. J. Scannell, Sunbeam-Talbot 2,267 (A.), 76.77, 140.2. 16. A. Locatelli and M. Giavelli, Alfa-Romeo 1,884 (M.C.), 76.6, 140.6. 17. M. Gignoux and J. Dannenmuller, Panhard 745 (M.C.), 90.8, 126.5. 18. G. Poidebard and Schollermann, Panhard 850 (M.C.), 78.9, 138.4. 19. V. Balmy and F. Vilreton, Citroen 1,911 (M.C.), 75.5, 142.2. 20. R. Ph. Faure and F. Leroy, Panhard 850 (M.C.), 81.3, 136.5.

21. C. de Cortanze and M. Contet, Peugeot 1,290 (L.), 79.3, 139.1. 22. L. O. Sims and A. P. O. Rogers, Riley 2,443 (G.), 79.1, 139.8. 23. R. Pegoix and M. Dubois, Peugeot 1,290

FULL PROVISIONAL RESULTS

As indicated on page 141, the principal Rally results as officially declared have been thrown into doubt by protests lodged against the winning Lancia. The matter may have to be referred to the F.I.A. as the international governing body, in which case a decision may not be reached for some time. The parade of cars that always precedes the distribution of prizes, to have taken place on Monday, was cancelled, and only prizes not affected by the protest were awarded at the traditional dinner on Monday.

- (L.), 81.8, 137.4. 24. J. G. Reece and P. B. Reece, Ford Zephyr 2,262 (G.), 75.8, 144.2. 25. I. Dore and G. Rumolo, Simca 1,221 (M.C.), 80, 140.5. 26. J. Murray-France and J. Peerman, Humber 4,138 (M.), 75.2, 145.9. 27. L. Rosier and J. Rosier, Renault 747 (L.), 82.1, 139.5. 28. J. Andersson and H. Ohlstrom, Peugeot 1,290 (M.C.), 79.1, 144.1. 29. G. Menz and H. Brand, D.K.W. 896 (M.C.), 88.3, 134.9. 30. L. Plilon and A. Esarras, Panhard 850 (M.C.), 81.1, 142.4. 31. Mme G. Rouault and Mme de Boni, Renault 747 (M.C.), 84.4, 139.1. 32. M. Parucci and M. Martin, Panhard 850 (M.C.), 87.6, 136.5. 33. F. Van de Kaart and A. Gacon, Porsche 1,086 (M.C.), 86.8, 137.9. 34. E. Loof and H. Wencher, B.M.W. 1,971 (M.C.), 75.5, 149.6. 35. R. Cotton and J. Blanchet, Panhard 850 (M.C.), 90.7, 134.5. 36. A. Canonici and W. Brandt, Alfa-Romeo 1,884 (M.C.), 86.3, 139.4. 37. Mme I. Terray and Mme R. Gordine, Peugeot 1,290 (L.), 88, 137.9. 38. A. P. Warren and F. D. Cooper, Riley 2,443 (G.), 80.7, 145.3. 39. J. Bremner and A. Oldworth, Riley 2,443 (M.C.), 81.6, 144.5. 40. T. Sloper and M. Servent, Jaguar 3,442 (M.C.), 78.2, 148.3. 41. S. Fabregas-Bau and C. S. Aumacellas, Jaguar 3,442 (M.C.), 76.8, 199.8. 42. C. de Ridder and S. Kalb, Peugeot 1,290 (M.C.), 90.5, 136.1. 43. J. D. Sleeman and R. C. Holmes, Austin 2,118 (M.C.), 84.2, 142.6. 44. A. Bonaldi and P. Cognet, Citroen 2,867 (M.C.), 82.8, 144.5. 45. O. Cappelli and G. Longo, Fiat 1,089 (P.), 89.9, 142.5. 46. R. Worldie and J. Langelaan, Daimler 2,433 (M.C.), 83.5, 145.2. 47. D. O. M. Taylor and L. J. Tracey, Standard 803 (G.), 86.8, 142.1. 48. W. Greeve and H. Andre de la Porte, D.K.W. 896 (M.C.), 86, 143.0. 49. R. D. Mattock and D. Kirk, Jaguar 3,442 (M.C.), 77.4, 91.7. 50. L. Johnson and N. Garrad, Sunbeam-Talbot 2,267 (M.), 77.2, 152.1. 51. J. Risk and G. Burgess, Ford Zephyr 2,262 (M.C.), 84.5, 145.0. 52. R. Marion and J. Charmasson, Citroen 2,867 (M.C.), 80.2, 147.7. 53. J. Flinterman and H. Van der Heyden, D.K.W. 896 (M.C.), 80.2, 139.8. 54. B. Verge and J. F. Lescieur, Panhard 850 (M.C.), 92.9, 137.2. 55. M. Gonatides and M. Bequaert, Ford Zephyr 2,262 (L.), 86.6, 143.8. 56. E. Baroin and F. Massero, Peugeot 1,290 (M.C.), 84.7, 146.3. 57. J. Bouchara and A. Sulzer, Simca 1,221 (M.C.), 82.8, 148.3. 58. M. Faulkner and Silverthorne, Ford Zephyr 2,262 (G.), 81.1, 150.7. 59. C. B. Pilgrim and G. Walker, Jaguar 3,442 (G.), 82.1, 149.8. 60. H. Glockner and G. Meier, B.M.W. 1,971 (M.), 79.2, 153.0. 61. J. Hartley and W. Karlsson, Ford 3,917 (G.), 79.2, 153.4. 62. F. Bertheaux and P. Marais, Renault 747 (L.), 88.5, 144.6. 63. C. Lessage and H. Gery, Sunbeam-Talbot 2,267 (M.C.), 77.6, 155.6. 64. C. Corbischley and S. Astbury, Daimler 2,433 (L.), 87.4, 146.0. 65. J. Cottet and A. Asset, Panhard 850 (M.C.), 93.3, 140.6. 66. B. Le Pelletier and M. Ducasse, Simca 1,221 (M.C.), 85.1, 149.0. 67. E. Halvorsen and N. Hagen, D.K.W. 896 (G.), 91.2, 143.2. 68. J. W. Bowdage and J. E. Wright, Riley 2,443 (G.), 85.7, 149.4. 69. Mme G. Molander and Mme H. Lundberg, Simca 1,221 (S.), 81.8, 153.6. 70. J. Hulsker and M. Duizingen, Fiat 1,395 (M.C.), 83.8, 152.6. 71. L. Acciardo and H. Rugeroni, Citroen 2,867 (L.), 92.6, 143.9. 72. S. Barengot and I. Langestrand, Willys 2,638 (M.C.), 84.9, 153.4. 73. E. Wranham and D. R. Fisher, Jaguar 3,442 (G.), 86.4, 151.7. 74. M. Capdeville and R. R. Bolton, Hotchkiss 2,312 (M.C.), 83.2, 156.3. 75. P. Salter, Daimler 2,433 (G.), 87.4, 156.3. 76. T. W. Dargue and R. Fraser, Riley 2,443 (G.), 103.1, 151.7. 77. Miss S. von Damm and Mrs. A. Hall, Sunbeam-Talbot 2,267 (M.), 89.8, 151.1. 78. J. H. Kemsley and P. Fotheringham-Parker, Sunbeam-Talbot 2,267 (G.), 81.7, 159.6. 79. Mme F. de Cortanze-Hustinx and Mme H. George, Peugeot 1,290 (L.), 92, 150.2. 80. J. McLaughlin and I. McLaughlin, Austin 2,199 (G.), 87.3, 155.0. 81. J. Rambaux and M. Segrestain, Panhard 850 (M.C.), 89.9, 152.4. 82. W. M. Couper and P. Tabor, Armstrong 2,433 (G.), 89.7, 152.8. 83. C. Lambton and H. Bradbury, Jaguar 3,442 (M.C.), 85.5, 157.5. 84. Mme Y. Simon and M. Kasse, Simca 1,221 (M.), 93.5, 150.1. 85. A. Suversen and P. Mallin, Ford Zephyr 2,262 (O.), 93.2, 151.1. 86. J. Hazemayer and W. Verzul, Jaguar 3,442 (S.), 89.6, 154.8. 87. W. Scheubel and A. Ostermann, B.M.W. 1,971 (M.), 87.8, 158.1. 88. J. R. Skeggs and A. E. E. Teer, Humber Snipe 4,138 (G.), 88.8, 159.1. 89. A. Aury and P. Dehaynne, Ford Vedette 2,158 (M.C.), 89.5, 157.1. 90. Mme R. Gregoire and G. Gregoire, Peugeot 1,290 (M.C.), 90.6, 156.9. 91. J. A. D. Lucas and L. H. Handley, Jaguar 3,485 (G.), 88.4, 159.3. 92. A. de Klugenuau and R. Mathieu, Simca 1,221 (M.C.), 90.1, 158.1. 93. A. Foster and L. Holdsworth, Hillman 1,265 (M.C.), 93.1, 155.3. 94. Dr. E. H. den Bergh and J. Schick, Opel-Kapitan 2,473 (M.C.), 89, 161.6. 95. J. L. Lemerle and Mme J. L. Lemerle, Renault 1,996 (M.C.), 90, 160.7. 96. T. G. Shanley and J. M. Daikin, Daimler 2,433 (G.), 72.4, 178.8. 97. F. Auricach and P. Courtes, Citroen 2,867 (L.), 75.1, 176.2. 98. V. Dassen and K. Hertz Dahl, Volkswagen 1,131 (M.C.), 89.2, 162.5. 99. G. Wood and R. Stokes, Ford Zephyr 2,262 (G.), 92.7, 159.2. 100. A. Prager and T. Culbert, Volkswagen 1,131 (M.C.), 91, 161.4. 101. C. Barnand and K. Spiliotakis, Alfa-Romeo 1,884 (M.C.), 74.8, 178.8. 102. B. Citroen and L. Domingo, Citroen 1,911 (L.), 84.5, 178.8. 103. S. Schild and O. Birnstedt, Porsche 1,086 (M.C.), 90.5, 178.8. 104. G. C. Valeria and B. Bonini, Alfa-Romeo 1,884 (P.), 93.6, 105. R. Fulcione and P. Capra, Peugeot 1,290 (M.C.), 94.2, 106. L. Robin and R. Prier, Porsche 1,086 (M.C.), 94.3, 107. H. G. Arndt and J. de Rooy, Morris 800 (M.), 94.4, 108. B. Macartney and R. W. Hobson, Bentley 4,565 (G.), 94.8, 109. C. Eyre-Maunsell and B. McCaldin, Humber 4,138 (G.), 94.9, 110. D. C. T. Bennett and Mrs. Bennett, Armstrong Siddeley 3,435 (L.), 95.5. 101. R. Busch and H. Mikkelsen, Renault 747 (O.), 95.7. 102. (Tie) D. Wallace and W. W. Paul, Bentley 4,257 (G.), 95.7. 103. Y. Viviani and C. Berguet, Peugeot 1,290 (M.C.), 96. 104. F. M. Baker and H. Appleby, Jowett 1,486 (G.), 96.6. 105. (Tie) F. Pons and B. Foussier, Simca 1,221 (M.C.), 96.6, 146. E. A. Brady and P. J. Menard, Simca 1,221 (M.C.), 96.7, 117. Dr. M. Noix and Mme Noix, Peugeot 1,290 (P.), 96.8, 118. R. Kineen and C. Fortune, Ford Zephyr 2,262 (M.C.), 96.9, 119. R. Sleigh and R. Martin, Ford Popular 1,172 (M.C.), 92.5, 120. A. Grall and G. Robin, Citroen 2,914 (M.C.), 97.8. 101. R. Busch and H. Mikkelsen, Renault 747 (O.), 95.7. 102. (Tie) D. Wallace and W. W. Paul, Bentley 4,257 (G.), 95.7. 103. Y. Viviani and C. Berguet, Peugeot 1,290 (M.C.), 96. 104. F. M. Baker and H. Appleby, Jowett 1,486 (G.), 96.6. 105. (Tie) F. Pons and B. Foussier, Simca 1,221 (M.C.), 96.6, 146. E. A. Brady and P. J. Menard, Simca 1,221 (M.C.), 96.7, 117. Dr. M. Noix and Mme Noix, Peugeot 1,290 (P.), 96.8, 118. 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JANUARY 1954

161. S. Sorensen and W. Schjolberg, Renault 747 (O.), 118.3. 162. R. B. Cade and C. G. Escott, Jaguar 3,442 (G.), 118.5. 163. F. P. Grounds and K. Rawlings, Jaguar 3,442 (G.), 119. 164. K. Westby and B. Gulliksen, Renault 747 (O.), 119.7. Tie, J. C. George, Panhard 850 (M.C.), 119.7. 166. L. Samsons and K. Backe, Fiat 1,089 (O.), 120.5. 167. R. Cuchet and F. Gille, Simca 1,242 (M.C.), 121.4. 168. A. Mohler and A. Boessinger, Citroen 1,911 (M.C.), 121.8. 169. J. H. Stenius and H. Hietaranta, Peugeot 1,290 (S.), 122.4. 170. W. Engel and M. Nathan, Porsche 1,086 (M.), 123.3. Tie, A. Beltrami and M. Modena, Fiat 1,089 (P.), 123.3.

172. J. Trigg and Mrs. Trigg, Hillman 1,265 (G.), 124.4. 173. L. D. Collin and A. Linton, Simca 1,221 (G.), 124.4. 174. J. A. Bolton and D. F. Rabbits, Singer 1,497 (G.), 125.6. 175. Mme. de Loisy and Mme. Bianchon, Renault 747 (M.C.), 126.5. 176. Mrs. Needham and Miss Twyford, Ford Consul 1,508 (L.), 128.1. 177. W. Bloomfield and A. Bennison, Ford Zephyr 2,262 (G.), 128.6. 178. B. Demole and P. de Noailles, Simca 1,221 (M.C.), 130. 179. A. Meredith-Owens and A. Pitts, Rover 2,105 (G.), 130.3.

180. K. G. Paulsen and R. Paulsen, Renault 747 (O.), 130.6. Tie, R. Nicolletti and P. Laporte, Renault 1,086 (M.C.), 130.6. 182. M. J. Canella and P. Colas, Simca 1,221 (S.), 130.7. 183. L. M. Lester and R. J. Birse, Vauxhall 2,262 (G.), 131.7. 184. I. Walker and L. Lohmander, Alfa Romeo 1,884 (S.), 131.8. 185. Dr. A. Sibeler and R. Kuss, Simca 1,221 (S.), 131.9. 186. W. Buschmann, Prince Henry von Preussen, Simca 1,222 (M.), 132.9. 187. L. S. Norman and D. Brinkshaw, Jaguar 3,485 (G.), 133.2. 188. E. N. Brinkman and H. Sorrell, Renault 747 (L.), 133.8. 189. S. Mountzopoulos and B. Antonopoulos, Fiat 1,395 (A.), 134. 190. M. P. Skarling and P. Raee, Simca 1,221 (O.), 134.6.

191. P. Olsen and W. Petersen, Peugeot 1,290 (S.), 135.5. 192. F. J. A. Vivien and C. H. Vivien, Jaguar 3,442 (G.), 135.6. 193. H. Skyyt and A. Petersson, Ford Zephyr 2,262 (S.), 137.8. 194. A. Pouchol and de Gruyter, Citroen 2,867 (M.C.), 139.4. 195. R. Nelleman and P. Staal, Ford Zephyr 2,262 (S.), 139.8. 196. Miss H. Dunham and Mrs. J. Howard, Rover 2,103 (G.), 140.4. 197. F. Foresterie and J. Capus, Simca 1,221 (L.), 140.5. 198. H. Brooke and J. Frazer-Jones, Sunbeam-Talbot 2,267 (L.), 140.6. 199. C. Edge and Mrs. Edge, Standard 803 (G.), 140.7. 200. P. Renaud and M. Picart, Panhard 748 (M.C.), 140.9.

201. E. Elo and K. Nuortila, Peugeot 1,290 (M.C.), 141.3. 202. J. A. Daroczi and F. Fraken, Fiat 1,395 (S.), 142.2. 203. A. Cognet and J. Gaspin, Renault 747 (L.), 143.3. 204. H. Niessing and F. Schorlemmer, Borgward 1,498 (M.), 143.4. Tie, Mrs. Leavens and B. Leavens, Jewett 1,486 (M.C.), 143.4. 206. Mrs. N. Mitchell and Mrs. E. Wisdom, Ford Zephyr 2,262 (G.), 144.5. Tie, R. S. Henson and A. Collinson, Ford Zephyr 2,262 (G.), 144.5. 208. Graf Einsiedel and G. Wirth, Porsche 1,086 (M.), 146.1. 209. W. T. Franklin and J. Miles, Austin 2,660 (G.), 146.8. 210. O. Martikainen and I. Kurteil, Peugeot 1,290 (S.), 147.7.

211. H. Hirschauer and Dr. W. Bieling, D.K.W. 896 (M.), 148.1. 212. M. Vukovic and D. Malaric, Porsche 1,086 (A.), 151.4. 213. F. C. Merrill and R. W. Hodson, Jaguar 3,442 (G.), 151.6. 214. E. Bouquet and G. Jaquin, Ford Zephyr 2,262 (M.C.), 151.7. 215. Mme. Rampinelli and M. Brunner, Opel 1,488 (M.), 152.3. 216. Dr. Moebius and R. Bouchard, Porsche 1,098 (M.C.), 154.2. 217. G. J. Grani and G. Philips, M.G. 1,250 (G.), 154.5. 218. C. Spijth and A. Bohm, Simca 1,221 (S.), 156. 219. J. Gibson and P. Scott-Russell, Daimler 2,433 (G.), 159. 220. R. Merrick and A. Grant, Sunbeam-Talbot 2,270 (G.), 160.2.

221. J. Lumine and J. Matinkari, Tatra 1,950 (S.), 160.3. 222. G. Ahrens and W. Schlüter, D.K.W. 896 (M.), 161. 223. J. Provost and A. Lavau, Peugeot 1,290 (L.), 161.3. 224. G. Lewis and W. Osborn, Jewett 1,486 (G.), 162.6. 225. A. Stross and J. Howard, Riley 2,443 (G.), 164.2. 226. M. Kozauban and E. Bickham, Sunbeam-Talbot 2,267 (G.), 168.1. 227. L. Chardin and P. Martin, Simca 1,221 (M.), 172.2. 228. L. Griffiths and R. Wingfield, Riley 2,443 (G.), 170.7. 229. R. Andersson and S. E.

Peterson, Saab 764 (S.), 174.2. 230. K. Bjorkqvist and O. Ahlstrom, Peugeot 1,290 (S.), 175.3. 231. E. Tuovinen and J. Heino, Renault 747 (S.), 176.1. 232. Miss N. Walker and Miss Faichney, Sunbeam-Talbot 2,267 (G.), 176.2. 233. Dr. A. Mitchell and J. Hastie, Wolseley 2,214 (G.), 176.7. 234. E. Morillon and P. Allianet, Peugeot 1,290 (L.), 177.7. 235. Mme. Kuipers and G. Edelyn, Ford 3,920 (M.), 180.1. 236. P. Barck and E. O. Veistola, Peugeot 1,290 (S.), 181.2. 237. P. Cramer and Mrs. E. Cramer, Willys 2,638 (L.), 182. 238. M. Levy and R. Levy, Simca 1,221 (M.C.), 182.5. 239. A. Slotemaker and de Stoppelaer, Ford Zephyr 2,262 (M.C.), 184.6. 240. D. S. West and G. R. Haynes, Ford Consul 1,508 (G.), 188.9. 241. P. G. Walton and C. W. Batchelor, Vauxhall 2,262 (G.), 193.5. 242. J. Kenyon and L. Bubba, Ford Zephyr 2,262 (G.), 193.5. 243. G. Delaroche and M. Thour, Citroen 2,876 (L.), 195.8. 244. R. Dutoit and M. Monnier, Renault 747 (M.C.), 200.6. 245. F. Arezzo and G. Frederico, Lancia 2,451 (P.), 203.3. 246. G. Tamburini and R. Salazar, Lancia 1,991 (P.), 203.7. 247. J. Pescatoglia and G. Pasquali, Chevrolet 3,860 (A.), 204.8. 248. R. Mourier and B. Rampling, Volkswagen 1,131 (O.), 206.2. 249. S. Nordenskjold and S. Gyllehaal, Volkswagen

Fiat 1,089 (A.), 234.7. 269. B. Proos Hoogenrijk and G. Seitz, Sunbeam-Talbot 2,267 (S.), 240.6. 270. K. F. Johansen and P. Johansen, Volkswagen 1,131 (S.), 240.7.

271. V. Colucci and F. Dulla, Renault 747 (M.C.), 253.5. 272. A. McCracken and Mrs. McCracken, Ford Pilot 3,622 (G.), 256.5. 273. D. Clausade and R. Deces, Simca 1,221 (M.C.), 257. 274. K. Richardson and Mrs. Richardson, Rover 2,103 (G.), 257.8. 275. L. Mello and M. Kunkle, Jaguar 3,442 (L.), 258.5. 276. Y. Chapron and G. Livernet, Simca 1,221 (A.), 258.6. 277. J. Latun and P. Gay, Peugeot 1,290 (A.), 259.8. 278. G. Coft Pearson and G. Field, Ford Zephyr 2,262 (G.), 262.7. 279. G. Castello and Mme. M. Cestello-Guidi, Alfa Romeo 1,884 (P.), 263. 280. M. Grosgrain and P. Biagini, Panhard 850 (L.), 269.1. 281. G. Bergman and B. Berglund, Peugeot 1,290 (S.), 274.1. 282. L. Petersson and B. Hermansson, Simca 1,221 (S.), 276.2. 283. P. Hue and M. Paoli, Citroen 375 (L.), 277.6. 284. M. Da Silva and Mme. E. Geraldides, Jaguar 3,442 (L.), 285.7. 285. D. J. B. Brown and J. Lovitt, Ford Zephyr 2,262 (G.), 291.7. Tie, J. C. Nairn and W. L. Burnett, Austin 2,660 (G.), 291.7. 287. J. Richard-Ducros and M. Romonet, Bentley 4,257 (L.), 301.8. 288. J. Heidendaal and K. Ton, Peugeot 1,290 (M.C.), 313. 289. B. Sokopp and W. Trojanowski, Ford 3,720 (M.C.), 320.5. 290. V. Yliherma and E. Iso-talo, Peugeot 1,290 (S.), 335.8.

291. Y. Hiemstrom and Y. Hansson, Simca 1,221 (S.), 339.3. 292. H. Grunna and K. Krim, Lloyd 386 (M.), 343.1. 293. G. Wattpont and J. Demaux, Ford Vedette 2,158 (M.C.), 351.4. 294. W. Lindener and A. Glockner, Ford Taunus 1,172 (M.), 355.4. 295. H. Sutcliffe and Mrs. P. Sutcliffe Morris Minor 918 (A.), 357.5. 296. A. H. Wilcox, Hillman 1,265 (G.), 368.1. 297. J. Canaroglou and E. Neiadas, Standard 2,088 (A.), 378.1. 298. F. Roustan and Mme. Bagarry, Renault 747 (M.C.), 382.1. 299. M. Lauga and J. Jauson, Simca 1,238 (L.), 397.3. 300. S. Rikkila and S. Toivela, Peugeot 1,290 (S.), 397.4. 301. F. Coppola and D. Scarmella, Fiat 1,089 (P.), 418. 302. E. Chapus and E. De Regibus, Renault 747 (M.C.), 419.5. A. Bergh and G. Bernt, Peugeot 1,290 (O.), 425.5. 304. J. K. C. Bayes and C. Prosser, Hillman 1,265 (G.), 430.5. 305. J. B. Campbell and R. D. Barrack, Riley 2,443 (G.), 441.8. 306. N. W. Kastner and J. W. S. Utley, Ford Zephyr 2,262 (G.), 466.3. 307. G. Castello and J. Lievadot, Austin 1,200 (L.), 470.6. 308. H. Niedermayr, I.F.A. 900 (M.C.), 501.1. 309. Miss A. I. C. Neil and Miss C. M. Neil, Standard 2,092 (G.), 524.7. 310. J. Duckworth and H. Taylor, Morris 800 (G.), 525.1.

311. C. Oldbury and D. Pott, Sunbeam-Talbot 2,267 (G.), 530.1. 312. J. Beckman and F. van der Vlugt, Simca 1,221 (M.C.), 561.7. 313. P. Lauvergnat and G. Alazard, Citroen 2,892 (L.), 576.8. 314. A. Dardoufas and N. Nicolaopoulos, Fiat 1,089 (A.), 609.1. 315. T. Andersson and Haugwitz, Goliath 688 (S.), 670.4. 316. M. Corbeletti and G. Massay, Kaiser 3,720 (A.), 682.4. 317. A. Bercut and P. Lamarcque, Kaiser 2,640 (L.), 717.2. 318. M. B. Anderson and R. M. Hastic, Hillman 1,265 (G.), 863.3. 319. E. N. London and J. E. G. Brown, Jaguar 3,442 (G.), 905. 320. C. Clausen and T. Hansen, Citroen 2,867 (O.), 1,218.5.

321. A. Milton and K. Elvidge, Riley 1,496 (G.), 716.1. 322. J. Saiz Fernandez and Cte. del Fresno, Simca 1,221 (L.), 1,731. 323. J. Dewey and M. Bernier, Citroen 375 (O.), 1,833.2. 324. J. Brodbent and V. Dennis, Austin 800 (G.), 1,921.1. 325. R. C. Syms and C. R. Syms, Austin 2,660 (G.), 2,459.1. 326. W. Humphries and J. Biggin, Sunbeam-Talbot 2,267 (G.), 2,851.2. 327. J. Zwart and J. H. de Boer, Opel 1,488 (M.C.), 3,685.7. 328. A. Blansjaar and B. Selices, D.K.W. 896 (M.C.), 4,538.6. 329. A. Sipahi and H. Rundquist, Peugeot 1,290 (S.), 11,221.4.

Mont Agel Hill-climb

RESERVED for competing cars which had completed, within the scheduled time limits, one of the Rally routes, the Mont Agel speed hill-climb was held on Sunday, January 24. The hill is a little over 2½ miles in length and climbs from La Turbie to the Monte Carlo golf club at Mont Agel. Only the driver nominated on the entry form was permitted to drive each car and no passengers were carried. The hill-climb results had no connection with those of the Rally itself.

The combination of Louis Chiron's vast racing experience and the fast Gran Turismo Lancia proved unbeatable; Chiron's time of 3m 22s was considerably faster than that of G. Houel's 1,884 c.c. Alfa Romeo which was second. G. Vard's Jaguar was third, with a further two Jaguars (R. Adams and R. Matlock) fifth and seventh.



Crews of the Charles Faroux cup winning Sunbeam-Talbot team : (top) J. Cutts, N. Garrad and L. Johnson ; (centre) J. A. Cooper, S. Moss and D. J. Scannell ; (below) Miss S. Van Dam, Mrs. A. Hall and Mrs. F. Clarke. Sunbeam-Talbots have now won the cup for two years in succession.

1,131 (S.), 207. 250. T. Lindblom and Y. Forbom, Citroen 2,867 (S.), 207.1.

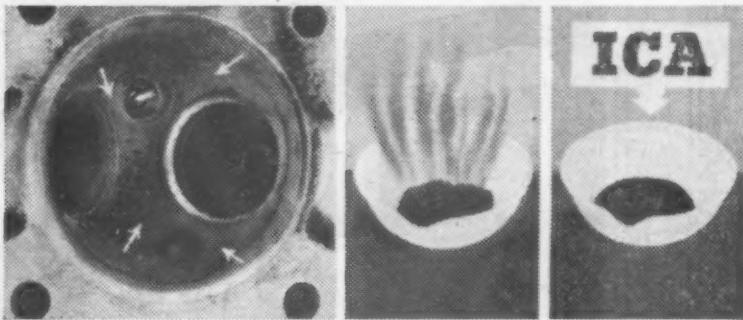
251. H. Feldman and J. Strang, Riley 2,443 (G.), 207.9. 252. P. L. Edwards and G. H. Bourne, Triumph 1,247 (G.), 209.2. 253. Miss J. Slatter and Mrs. L. Ashfield, Sunbeam-Talbot 2,267 (G.), 210.1. 254. H. de Blomac and P. Aubour, Peugeot 1,290 (L.), 212.2. 255. M. E. Becker and R. Becker, Mercedes 2,195 (M.), 212.8. 256. J. Millard and N. Jackson, Austin 800 (G.), 213. 257. M. Kesavaara and L. von Troil, Porsche 1,086 (S.), 213.3. 258. R. Kissler and H. Molino, Citroen 2,876 (M.C.), 213.6. 259. N. Richards and M. Austin, Sunbeam-Talbot 2,267 (M.), 214. 260. V. Kesikimaki and M. Lilliamo, Renault 1,996 (S.), 215.6.

261. J. L. Marcelet and Chevrotion, Simca 1,221 (P.), 216.8. 262. M. Carstedt and D. Borgman, Simca 1,221 (S.), 219.4. 263. J. Richard and B. Ganzo, Kaiser-Frazer 3,720 (M.C.), 221.5. 264. R. Pauli and M. Gaude, Simca 1,221 (L.), 225.2. 265. O. Risman and P. Rajala, Peugeot 1,290 (S.), 225.3. 266. H. Schulz and K. H. Adebar, Ford Taunus 1,172 (M.), 228.5. 267. Duchess of Newcastle and Miss L. Snow, Sunbeam-Talbot 2,267 (G.), 230.9. 268. N. Papamichael and P. Milidonis,

How SHELL with I·C·A gives you smoother running

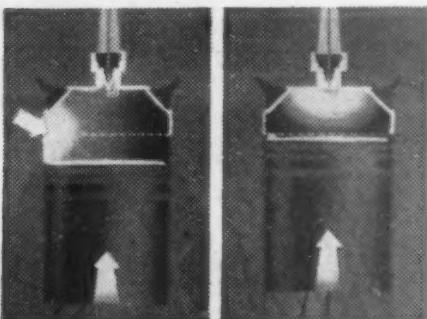
PROVED EFFECTS OF SHELL'S NEW ADDITIVE ON YOUR ENGINE

1 Car manufacturers are always trying to make engines more powerful and economical. Their best way of doing this is by increasing compression ratios (the average ratio of the new models at the last Motor Show was 7:1—and next year it will be still higher). This advance is extremely valuable, but it has made two problems much more serious: pre-ignition by glowing combustion chamber deposits, and spark-plug fouling.

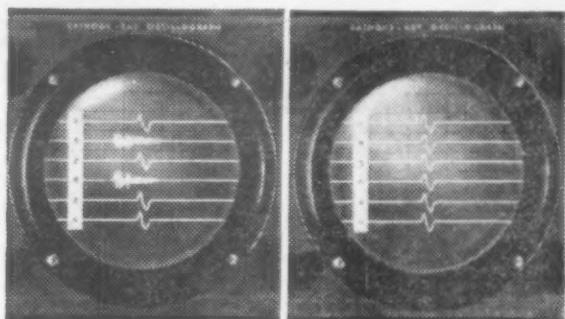


2 Every moment your engine is running, deposits (arrowed in the picture) are forming on your cylinder-heads. These deposits glow from the heat of combustion. The next picture shows deposits from a car which has been running on ordinary

petrol: they are being heated up and are glowing and smoking. The deposits on the right—being heated to the same temperature—are from an engine which has been running on Shell with I·C·A. They have been completely fireproofed by I·C·A.



3 Any glowing spot of deposit will fire the mixture in the cylinder well before the piston reaches the top of its stroke, as the left-hand diagram shows. This is pre-ignition. By fireproofing the deposits, I·C·A makes pre-ignition impossible: your cylinder fires correctly, as shown on the right, and you notice definitely smoother running.



4 Pre-ignition is the major enemy of smooth running. These oscilloscope diagrams show why. On the left, cylinders 5 and 6 are showing early, violent fluctuations. This means that these cylinders are suffering from pre-ignition. The engine is not developing its power properly and its life is being shortened. On the right pre-ignition has been entirely cured by I·C·A's action on the deposits.



Only SHELL with I·C·A gives you full-power smoothness

PROVE SMOOTHER RUNNING—TRY THE TWO-TANKFUL TEST

During your second tankful of Shell with I·C·A—(the second one, because I·C·A must have time to work on the deposits already in your engine)—you will get definitely smoother, sweeter running.



Tension-Dried, Gum-Dipped

Rayon Cord makes

Firestone the

**STRONGEST AND
LONGEST WEARING**
tyres you can buy



Firestone TUBES ARE LEAKPROOF— and cost no more!



Broad Street, Oxford, with the Clarendon Building on the left, and the Sheldonian Theatre to the right.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

INDICATORS

Ambiguous Stop Lamps

[65394.]—I heartily agree with your Editorial (*The Autocar*, January 15) that the winking indicator now legalized is an inferior device to the well-tried semaphore arm pattern, and would like to voice the opinion that the Ministry of Transport has not given adequate guidance in allowing the light signalling arrangements to become even more chaotic by permitting some manufacturers to embody three different signalling circuits behind a single lens.

I have long noticed, while driving in the dark, that the braking signal of many cars is not very obvious; tail lamps of modern cars tend to be very brilliant alone and, in fact, some drivers are unresponsive to light strength variations.

Surely the rule should be—one lens per circuit; no signals to depend on variations of light intensity. A suggested arrangement would be—rear lamps only on each wing with the stop lamp lens incorporated in the central number plate illumination fitting. I have observed several cars already fitted with this set-up and consider that it completely removes ambiguity of the braking signal; furthermore a useful economy is made in that one lamp of 12 watts is adequate instead of a pair of 18 watts.

But if we must have winking indicators surely the Continental arrangement of a single small protuberance on each side of the car is more effective? This will offend the disciples of the slab-sided styling, but must efficiency and safety be sacrificed to satisfy an impermanent vogue?

TED STANLEY.
South Harrow, Middlesex.

Let World Opinion Decide

[65395.]—I welcome the legalization of the winking light turn indicator. I am writing as a driver of 33 years' experience, who has suffered serious personal injury through a right turn signal being invisible from the rear of a large vehicle, and who has also been afflicted with three semaphore arm breakages during one year's motoring with his own vehicle.

After all, the Minister's action is merely permissive, and world opinion will soon decide which is the better type. Outside these islands, where choice has been unfettered, it has already done so.

S. M. NEALE, D.Sc.
Poynton, Cheshire.

Those Who Wish to be Doubly Protected

[65396.]—No single system of turn indication is totally efficient and it would seem that a combination of both semaphore and flashing indicators would be the ideal.

My experience has been that in the face of frontal sunlight the flashing indicator cannot readily be observed, nor when there is bright sunshine from any direction. The British type of semaphore Trafficator, short though it is, is far more easily seen. In dense traffic where direction indication is extremely important and where the vehicles queue up within inches of each other, it is impossible to observe the flashing indicators of the car in front unless they are very much raised from their usual position, or the car in front is a taller car. The time-tried Trafficator comes into its own here.

Semaphore signals are not sufficient in themselves; many a time vehicles are not directly behind each other and therefore the Trafficator becomes invisible and only a flashing indicator (few use their hands to signal) would indicate the driver's intentions. Similarly, when the car in front is a very wide car, or if it is a lorry fitted with Trafficators, these cannot be seen by the vehicle behind, if directly behind.

CORRESPONDENCE

Let us hope that the manufacturers will not do away with semaphore indicators, as some already have, but make flashing indicators optional extras for those whose wish it is to be doubly protected.

MICHAEL J. GRAYBOW, F.R.S.A.

London, N.W.11.

BULSTRODE PARK

Local Petition of Protest

[65397.]—When the scheme to put a motor racing track in Bulstrode Park was revealed in *The Autocar* at Christmas time it struck Gerrards Cross like an atom bomb; it immediately became almost the sole topic of conversation among the residents, who are seething with indignation at the prospect of the district being spoliated in this way.

At a meeting of the Gerrards Cross Parish Council the Chairman reported that he had received a petition of protest with well over 500 signatures. This petition was merely a token to indicate to the members of the Council that they had the backing of the residents in any action they might take to oppose the desecration of one of the beautiful parts of Buckinghamshire. No attempt has been made to canvass the district properly, as it is deemed advisable to delay the full expression of outraged public opinion until the Buckinghamshire County Council has to deal with a formal application from the promoters.

One claim made is that the race track will bring prosperity to the district, but please do let us get this matter in the proper perspective. Gerrards Cross is essentially a residential area and its population has come out here to live to get away from race tracks and the noise, turmoil and litter which such schemes involve. If people choose a quiet rural area in which to live, why should they be followed by financiers anxious to bring them "prosperity"?

If it is really in the national interest that a motor racing circuit should be constructed, then by all means let one be laid out, but do not let a beautiful spot like Bulstrode Park be selected for the purpose. Instead of permitting vandalism to run rampant, why not choose one of the many areas which, in the national emergency, have already been laid waste by the War Office and Air Ministry, and which are no longer in occupation by them? The money proposed to be spent in destroying the beauties of Bulstrode Park could surely be employed in making one of these areas into a suitable course. Would it not be preferable to have the track nearer to the hub of the motor industry, somewhere in the Midlands?

Not only are the residents in the Bulstrode Park area alarmed by the awful prospect of seeing this lovely spot prostituted in the interests of profit making, but country lovers generally, as represented by the Council for the Preservation of Rural England and others, are equally concerned lest this beauty spot, which is a heritage of Britain, be despoiled and denied to posterity.

Gerrards Cross, Buckinghamshire.

C. S. DINGLEY.

The Opposite View

[65398.]—I read with interest of the proposed race track at Bulstrode Park, and the subsequent letter from Mr. Edward Rouse [65385] came as an unpleasant surprise.

I cannot believe his statement that the vast majority of residents are against the project. Bulstrode Park, as your plan in the December 25 issue showed, lies well away from the residential part of Gerrards Cross; the amenities cannot be affected by the racing cars any more than by traffic using A40 which runs between the main parts of Gerrards Cross and the proposed track.

And surely a few days' racing during the season would bring no more discomfort than aircraft passing over every day. Here's hoping that plans may go ahead as soon as possible.

Gerrards Cross, Buckinghamshire.

R. LORES.

POLICE METHODS

How Hitler Would Have Laughed

[65399.]—Having read recent letters to you regarding fellow-motorists' various encounters with the police, I think that a recent episode which befell my brother-in-law may also be of interest.

He happens to be quite a new motorist, having become the owner of a Ford Eight some six months ago, and passing his test the first time he was examined. Living in Lincoln, and his motoring trips having been limited to that district, he was amazed on December 19 to receive a notice of intended prosecution from Romford police station on a charge of having driven a motor vehicle dangerously in Romford on the tenth of that month.

Apparently an offender's registration number had been misread by a motorist who had reported it for a very bad offence

continued

and for failing to stop after hitting another vehicle. After a visit from the Lincoln police he eventually received a letter from Romford H.Q. informing him that confirmation of a mistake having been made had then been established, and that the intended prosecution would be withdrawn. Although my brother-in-law knew he was innocent, and in his case was able to prove that he was nowhere near Romford at the time of the offence with which he was charged, it may well not have been so easy to demonstrate his innocence. Surely some check should have been made before he was served with such a drastic, official form. If this had been done he would have been saved a somewhat worrying experience—the sort of experience that tends to upset such a careful motorist as I know him to be.

I myself have had many years of motoring, and I heartily agree with your previous correspondents that, although cars are a necessity for the community, however careful and considerate one may be, there is always that nagging feeling (especially in strange towns) of "Now, am I allowed to stop here? Will it be all right if I go down there? Why is that patrol car on my tail? What's that policeman looking at me for?" I am sure that on occasion every driver on the road has experienced those sort of thoughts.

What would the police do without us?
Downend, Bristol.

H. N. EVANS.

"Look—No Lamps!"

[65400.]—With reference to The Scribe's paragraph about the Surrey police's procedure of shining their head lamps on the rear windows of motorists (January 22), a friend of mine was caught recently and fined £5 in a similar way. The police sat on his tail through Westcott village with their lamps full on and when he tilted his mirror they put their lamps out and followed him without any lamps and caught him doing 43 m.p.h. as he entered Dorking. They actually passed him with no lamps as—he it still cost him £5.

Ashtead, Surrey.

A. B.
[Paragraph 60 of the Highway Code states: "Switch off or dip your head lights when you are following close behind another vehicle which you do not intend to overtake."—ED.]

MEMBERSHIP

Has the A.A. the Greatest?

[65401.]—The November 27 issue of *The Autocar* has just reached me and on the cover advertisement I was astonished to see this statement: "With a membership of 1,300,000 the Automobile Association of Great Britain is the world's largest motoring organization."

In the March, 1953, issue of the American Automobile Association Bulletin, I find this: "The total membership (of the A.A.A.) at the end of the year 1952 was 3,868,330 members. A.A.A. membership reached its first million in 1940—38 years after the founding of the organization. Membership will probably pass the four million goal before mid-1953." The Bulletin goes on to mention that 4.3 per cent of the membership resides outside the continental United States.

The December, 1953, issue of the Bulletin mentions that there are over 18,000 A.A.A. contract garages and service stations. And the August, 1953, issue tells about the safety services of the A.A.A., which are not inconsiderable. For example, they help school people to organize and maintain 550,000 boys and girls as members of the School Safety Patrols, who are doing a lifesaving job for schoolmates.

All of which is by way of information for the benefit of the copywriter or researcher whose work led to the statement in the Austin advertisement. I know that *The Autocar*, meticulously careful about its own statements of fact, had nothing to do with it.

As always, I enjoy *The Autocar* very much indeed, and wish you and the staff an ever improving outlook.

PHILIP M. WOOLWORTH

South Bend 28, Indiana, U.S.A.

ACCIDENT PREVENTION

Is the Gear Box a Factor?

[65402.]—I should like to add my remarks to the recent discussions on road safety and prevention of accidents. It has long been my belief that a good many accidents are caused by the reluctance of drivers to change gear, with the result that they fail to slow down or stop when safety demands that they should do so. The fact that most women drivers heartily detest "that nasty old clutch" has been a standing joke so long that its

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CORRESPONDENCE

truth has become somewhat obscured, as has the fact that many men drivers regard the clutch with equal detestation. Accordingly, we have become so reluctant to part with top gear that we will cling to it through thick and thin, even at the expense of safety.

The obvious solution, if my premise is correct, is to build cars which require no gear changing. The method of achieving this desirable end, whether by the use of power plants which will operate gearlessly, or of those with their own fluid transmission as an integral part of their design, or by the use of conventional engines with automatic transmissions, is a matter of technical possibility and public taste. As regards automatic transmissions, it would be interesting to know something of the effect on the accident rate in America since the widespread adoption of these devices.

Victoria, Australia.

D. BOLTON.

GOING BRITISH

Unfair Comment?

[65403.]—Whilst I have no wish whatsoever to dissuade Mr. Jose Patrao, Jnr. [65355] from going British, I do think his comments about the Volkswagen are most unfair and certainly incorrect.

To cover only 3,200 miles in three years is alone proof that the owner has not fairly assessed his Volkswagen and, quite apart from the negligible repair bill, which even if 32,000 miles had been covered would probably still have been negligible knowing this car's extremely good record of reliability, his criticism of the suspension is strange indeed.

In fact, I should say the suspension is beyond praise, giving big car comfort and first-class road holding, and I suspect that the reason why he has experienced the uncomfortable ride is incorrect tyre pressures, or inadequate lubrication of torsion arm links, or partial seizure of torsion arm bushes through using incorrect grease.

Chorlton-cum-Hardy, Lancashire.

[Staff experience enables our correspondent's favourable comments above concerning suspension to be fully endorsed.—ED.]

YELLOW LIGHTING

The Most Economical Type

[65404.]—Electric discharge lamps for street lighting referred to by Mr. Georges Roesch [65390] are not used because of their colour but in spite of it. These lamps provide the best and most economical known way of converting a given amount of electrical energy into light, and far surpass the efficiency of the tungsten gas-filled lamp previously used.

The complexity of the circuits used for such lamps render the more simple (and therefore cheap) tungsten gas-filled lamp the only economical source of light for motor vehicles at present.

The yellow cadmium bulb of certain car lamps serves only to reduce the light output from the bulb by filtering out some of the visible rays, although the resulting yellow light of diminished intensity enables some drivers to believe they can see better than with the whiter, unfiltered light given by the normal glass bulb.

C. R. DAVY.

London, W.C.2.

[Comment on yellow lighting appears on page 129.—ED.]

BIG ENGINES

Pre-war Comparisons to Bear in Mind

[65405.]—As a respite from the apparently interminable series of letters on road manners, driving tests and the like, may I interpose with a few brief items of general technical interest?

I have been rather disappointed recently to notice that your technical staff does not seem to be quite as conversant with pre-war cars as it should, when referring to such matters as the size of current American engines and their comparison with British engines. There have been several references to "large" American engines and in one instance, if I remember correctly, the Cadillac engine, approaching 5½-litre capacity, was described as "enormous." This is a misnomer, of course, for 5½ litres is not enormous by any standards. It happens to be the largest capacity of the current range of American cars so far described in *The Autocar*, but it is considerably smaller than a number of pre-war models, as the following names will remind us.

Who does not remember the Duesenberg of 7½ litres, the Auburn V-twelve of 6½ litres and the 5½-litre Cord, and, for a direct comparison, the V-sixteen and V-twelve Cadillacs of 7½ and 6½ litres respectively? Packard and Lincoln also produced

continued

V-twelve engines in the 6- to 7-litre class. These really large American cars were all standard models with a complete range of body styles and were handled in this country by well-known concessionaires during the thirties. They were all available to the general public, which is more than can be said of any new American car to-day.

Your articles on the trend of U.S. design are very interesting indeed, but the constant reference to a "power race" may be a little misleading to some readers. The emphasis should not be on mere size, but on the far greater efficiency now obtained from a given cubic capacity, a capacity in the case of Lincoln, Cadillac and others, considerably less than of the pre-war engines. This attainment of high efficiency is itself no new thing even for American engines. The Duesenberg of 1931, of 7½-litre capacity, gave 265 b.h.p. at 4,200 r.p.m. (320 b.h.p. supercharged), while the Auburn V-twelve gave 160 b.h.p. These figures compare very favourably indeed with those of their 1954 counterparts, nearly a quarter of a century later.

There was a number of large Continental cars, too. I remember in particular the Mercedes-Benz 540K of 1937, which gave 180 b.h.p. at only 3,500 r.p.m. from 5½ litres, and the Hispano-Suiza V-twelve of 9½ litres. A truly remarkable car, the latter, weighing two tons and giving really phenomenal acceleration figures on gear ratios of 2.72, 4.10 and 5.44 to 1!

Many well-known British cars also had much larger engines in the 'thirties. Besides our old friends the 6½- and 8-litre Bentleys, the 7½-litre V-twelve Daimlers and the big straight-eight Sunbeam, all of which were discontinued early in that period, there continued right up to 1940 the Phantom III Rolls-Royce of 7½ litres and the Lagonda and the Sunbeam-Talbot, both of 4½ litres. Even in the popular makes engines were bigger and performances correspondingly stronger. For example, both Austin and Morris produced a 3½-litre family saloon for many years, Vauxhall a 3½-litre saloon and Wolseley a 3½-litre chassis giving 108 b.h.p. at 3,600 r.p.m.

The list is a long one and offers much food for thought, particularly for the younger generation of drivers, who consider, perhaps, that a 1953 car offers the last word in motoring. Body styling apart, the only great technical advance I see in the modern car is the maintenance of good performance, with a considerably smaller engine. Except for refinement, performance itself has not greatly changed, for a number of older popular makes could maintain a cruising speed of 55-60 m.p.h., as pre-war Road Tests will prove, and acceleration figures were virtually as good as today.

It must always be remembered that today's standards are based on the experience gained during the heyday of world motoring, the nineteen-thirties, with cars, many still running well to-day, which are not so old fashioned as some sophisticated people would have us believe.

New Malden, Surrey.

KENNETH C. RENAULT.



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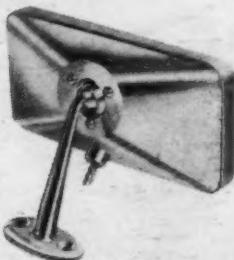
Standard Eight Décor

AN embellishment for the edge of the air intake to the radiator of the Standard Eight has been introduced by Cosmic Car Accessories, Ltd., Bescot Street, Walsall, Staffordshire. This consists of a light alloy casting with a chromium-plated finish, and it is in the form of an oval moulding with a horizontal crossbar. In each end of the crossbar there is a stud for securing the grille to the front panel. The fitting is simple, as the grille is offered up to the edge of the air intake so that the position of the two securing studs can be marked on the panel. At these points holes are drilled to receive the studs, and when nuts are run on the fitting is securely held. Rubber pads at the back of the moulding prevent actual metal-to-metal contact, so that there is no possibility of noise or vibration being set up over a rough surface. The price of the grille is £4 17s 6d plus 2s 6d postage.

Another Cosmic addition to the Standard Eight is in the form of trim panels which are attached by self-tapping screws to the base of the doors, so that they form useful pockets for the stowage of maps and gloves. These trim panels are finished in blue or maroon, to match the upholstery of the car, and the top edge carries a chromium-plated finishing strip. The set of four panels costs £1 17s 6d plus 2s 6d postage.

Dipping Mirror

A PRISMATIC dipping mirror has been introduced by Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex. A small lever dips the glass, which then reflects a dimmer, non-dazzling image at night, or when driving away from a setting sun. The glass is plain

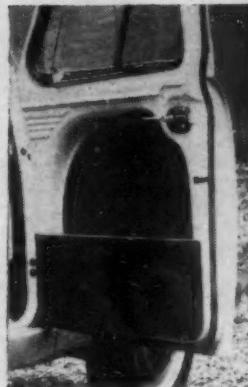


Tudor's new dipping mirror. The arm slants a little from the mounting.

and gives a true-sized image. The mirror frame is 5½in by 2½in, and the height, including the mounting arm (which is not telescopic), is 2½in to the centre of the glass. All the chromium plating seems smooth and thick, and the general construction is sound. This mirror costs £1 5s.

Pedal Screen Spray

A FOOT-OPERATED version of the Trafalgar Clear View windscreenspray was originally developed for the Rover company, but has now become available for other cars. The hand-operated bulb version still continues.

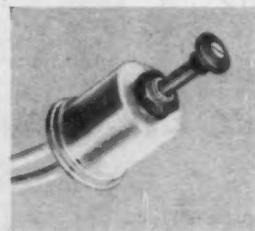


A trim panel for the front right door of a Standard Eight, and an air-intake surround

The foot-operated model has a larger delivery and a slightly larger suction tube; the glass under-bonnet container, which is of a moderate size, easy to accommodate in today's Built-up Area engine compartments, is common to both versions; and so are the two adjustable jets, chromium

weights only 2½ oz without its wiring lead and the little "tool clip" stand, which has an insulated bottom. This little stand can be left in place when using the tool, so that it can be laid down anywhere in safety. There is a long ¼in bit, and the power, 40 watts, is adequate. A nice job can be done even where there is a lot of metal in the work, to conduct away the heat.

The iron is called the Tyana Triple Three. It costs 19s 6d, spare bits are 2s each, and replacement heating elements cost 6s 6d.



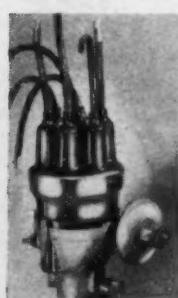
A pedal pump for the Trafalgar windscreen washer. Only the pedal itself would appear on the driver's side of the floor.

plated on rustless metal. The foot pedal spray costs £1 19s 9d. With a fixed Rover-type jet it is 1s less, but accurate jet adjustment of a spray is important, and what suits Rovers may not suit all cars.

The makers are John Sydney, Ltd., Rochelle House, Brixton Hill Place, London, S.W.2.

Soldering "the Electrics"

A SMALL soldering iron which is of a size and design most convenient for work on the ignition and lighting systems of cars, where many points are somewhat inaccessible, has been introduced by Kenroy, Ltd., 152 and 297, Upper Street, London, N.1. The tool has a heat-resistant aluminized finish. It is 8½in long, and



One of Creator's plastic covers for distributors.

Waterproofing Distributors

IN extreme conditions, condensed moisture or actual water from flooded roads can put a distributor out of action or cause difficulty in starting. A waterproof cover, made from a very flexible plastic which is also oil-resisting, is a new product of Creators, Ltd., Woking, Surrey. The cap, which costs 5s for six-cylinder and 4s for four-cylinder distributors, is made for those fitted to most older cars, including those that have a condenser on the side, and most modern ones. But some distributors are not catered for.



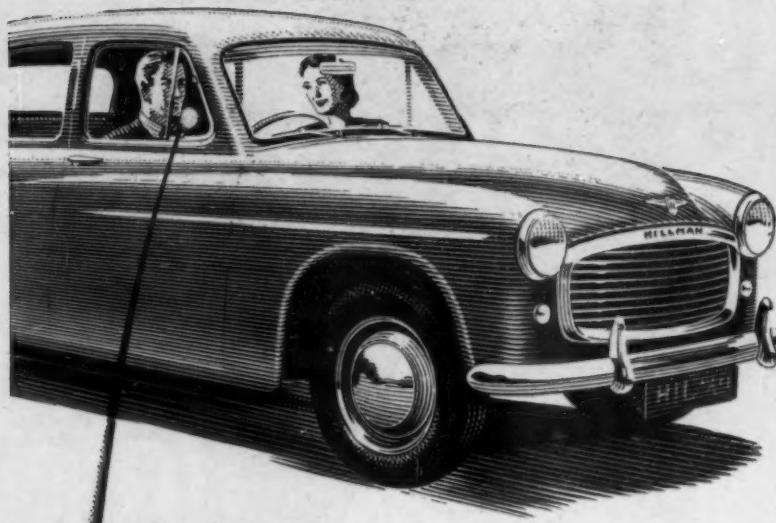
The Tyana soldering iron has a small insulated pad clipped to it, to hold the iron clear of the bench when it is laid down.



When you see this label on the steering wheel
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When you ask for your brakes to be re-lined with genuine Ferodo Anti-Fade Brake Linings, this orange and black label will be tied to the steering wheel of your car after final testing. If it's not, do please ask your garage why. It's well worth your while making quite sure your brakes have been re-lined with Ferodo, because the safety of your passengers—and yourself—may depend on it. For instance, if brake drums become too hot, some linings will 'fade' or become less efficient—and that can be fatal in an emergency! So always ask for—and see that you get—Ferodo the Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control.

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"In my
HILLMAN
I always use
CASTROL"



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NEW CARS DESCRIBED

ALFA ROMEO 1900 T.I.

PROMPTED, no doubt, by the ever-increasing popularity of sports car races and the demand for faster and more highly developed cars, Alfa Romeo have produced the 1900 T.I. model. This car made its first appearance in the 1953 Tour of Sicily and it



The Alfa Romeo 1900 T.I.; although basically the same as the normal 1900, this model is capable of sustained high speeds and is built to cater for the enthusiast with competition work in mind.

MODIFIED SALOON FOR RACING ENTHUSIASTS

was soon evident that it was a car of tremendous performance. It retains the steel body-chassis construction of the 1900 model which was Road Tested by *The Autocar* in November, 1952, and, in fact, the engine, transmission and suspension have not been substantially altered.

Some of the modifications which distinguish the T.I. from the 1900 are twin exhaust pipes, cooling holes in the disc-type wheels, and air intakes for the front brakes. The engine is fitted with twin Solex P.11 down draught carburettors and this equipment has helped to increase the output of the power unit to 100 b.h.p. at 5,500 r.p.m. compared with the standard 1900 engine which produces 79 b.h.p. at 4,800 r.p.m. It is claimed that the T.I. is capable of speeds exceeding 105 m.p.h. Further modifications include a new light alloy cylinder head carrying larger valves, stronger valve springs, and improved exhaust and inlet manifolds. The valve timing of the T.I. is as follows:

Inlet valve opens	27 deg B.T.D.C.
Exhaust valve closes	27 deg A.T.D.C.
Exhaust valve opens	71 deg B.T.D.C.
Inlet valve closes	71 deg A.T.D.C.

The one-piece crankcase and cylinder

block, the pressed steel sump, crankshaft, connecting rods, and camshaft drives are unaltered though the camshafts themselves are new. By using twin choke carburettors each cylinder is virtually served by its own unit and a great deal of attention has been paid to the new exhaust and inlet manifolding. In fact, Alfa Romeo engineers claim that a fair proportion of the increased power can be credited to this aspect. The two exhaust pipes—one to each two cylinders—pass through a common expansion chamber and each pipe has a silencer at the rear.

The original design of the dry single-plate clutch and gear box is retained and the gear ratios remain unchanged. However, the linings and springs of the clutch unit, and the material specification of the gears have been altered to compensate for the greater loads created by increased output. The main difference in the transmission is in the rubber joints of the divided propeller-shaft. On the original 1900 model these were hexagonal with three-armed spiders, on the T.I. they are octagonal and carry four arms; again an allowance for additional available power.

An alteration has also been made to the

front brakes. The diameter has been increased to 12in (6in larger than those of the 1900), and an air duct is fitted on the brake back plate. This duct carries the air to oblique fins located on the outer radius of the brake drums. From these fins the air is deflected through the apertures in the disc-type wheels. Larger brake drums have necessitated an alteration to the steering linkage and the turning circle is consequently increased. The diameter of the rear brake drums has not been changed.

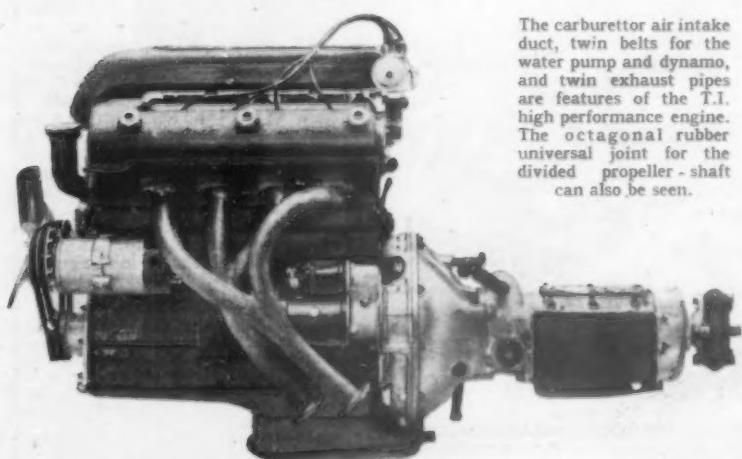
The five-seater body is exactly the same as that of the 1900 model with the exception of a few additional instruments considered necessary on a high-performance car. The capacity of the fuel tank has been increased to 22½ gallons and the cooling system has been slightly modified to cater for sustained high-speed driving. It has been claimed that the engine can be tuned to produce over 120 b.h.p. at 6,000 r.p.m. without being basically altered. The fact that Lorraine Dubonnet completed 20 laps of Montlhéry at an average speed of 108 m.p.h. with a fastest lap of 114.9 m.p.h. seems to substantiate that statement to a certain degree. Production of the Alfa Romeo T.I. started last spring and is proving very popular with those for whom it was originally designed.

M.p.g. Maintained

The abbreviation T.I. stands for Turismo Internazionale which is the name of the category in Italian sports car rules for which the car was conceived. Several variations of the standard model are available and, in fact, a special series has been produced for the traffic department of the Italian police. It is believed that these particular cars are capable of speeds exceeding 115 m.p.h.

On the standard 1900 saloon, *The Autocar* obtained a maximum speed of 105 m.p.h. and a fuel consumption of 17 m.p.g. was recorded, yet Alfa Romeo technicians claim that the T.I., despite its increased potency, gives the same figure. During the test runs made at Montlhéry official fuel consumption figures were, in fact, 17 m.p.g. which would appear to substantiate that statement.

It is interesting to consider which of the



The carburettor air intake duct, twin belts for the water pump and dynamo, and twin exhaust pipes are features of the T.I. high performance engine. The octagonal rubber universal joint for the divided propeller-shaft can also be seen.

ALFA ROMEO 1900 T.I.

continued

modifications is responsible for the greatly increased performance figures and the unimpaired fuel consumption. There is no doubt that the Alfa Romeo technicians have notably developed what was already an outstanding production.

SPECIFICATION

Engine: Capacity: 1,884 c.c. (114.9 cu in). Number of cylinders: 4. Bore and stroke: 82.55 x 88 mm (3.25 x 3.46in). Valve gear: twin o.h.c., chain driven. Compression ratio: 7.5 to 1. B.h.p.: 99 at 5,500 r.p.m.

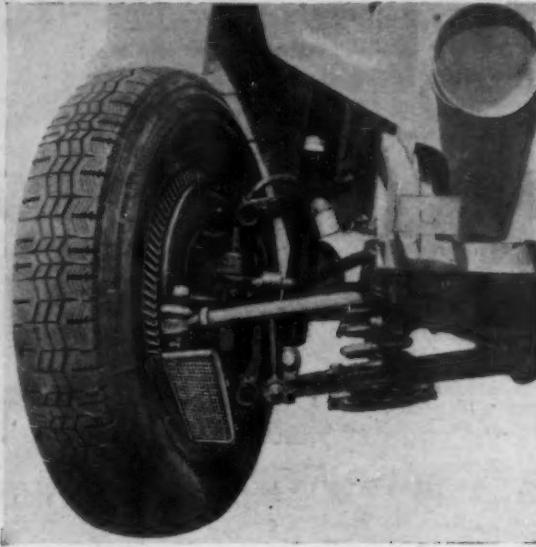
Brakes: Type: F, Girling 2 L.S. R, Girling leading and trailing shoe. Method of operation: F, hydraulic. R, hydraulic. Drum dimensions: F, 12in diameter; 2½in wide. R, 11½in diameter; 2½in wide.

Dimensions: Wheelbase 8ft 7½in. Track: 4ft 4in (F); 4ft 4in (R). Length (overall): 14ft 6in. Height: 4ft 10½in. Width: 5ft 3in. Ground clearance: 6½in. Frontal area: 20.25 sq ft (approx).

Electrical System: 12-volt. 38 ampere-hour battery. Head lights: Double dip, 35-35 watt.

Suspension: Front, double wishbones and coil springs with telescopic dampers. Rear, rigid axle with parallel radius arms, coil springs and triangulated central linkage. Telescopic dampers.

The front suspension — which employs Girling hydraulic dampers — is by coil springs and wishbones. The large air scoop and oblique fins are features of the modified front brakes of the 1900 T.I.



LLOYD MINICAR for 1954

MODIFIED MIDGET FROM GERMANY

IT is now almost four years since the Lloyd minicar was first introduced by a subsidiary of the Carl F. W. Borgward company at Bremen. Since then, this little car has been modified and improved, and although started as a mere toy it has won its way into the top rank of practical motoring. The original model had a leather cloth covered plywood body, but last year saw the introduction of steel panels for the sides of the car. The latest modifications include a steel bonnet top, and a steel luggage locker lid. The roof and window frames are still made of wood.

Telescopic spring dampers are now fitted as standard equipment instead of being supplied as optional extras. A

simple interior heater is also supplied with the car. The one-piece chassis frame is of welded tubular construction with a pressed steel floor pan strengthened by ribs and slightly upturned at either end. The front suspension is by transverse leaf springs and the rear wheels are carried on short swinging axles hinged to the central frame tube with longitudinal half-elliptic springs mounted in rubber.

The capacity of the two-cylinder two-stroke engine has been increased to 386 c.c. and it is mounted, as before, ahead of the front axle line, making it clearly accessible for servicing. It is air cooled by a fan which is belt driven from the crank-shaft. Power is transmitted to the front

wheels through a dry single-plate clutch and three-speed gear box. The front wheel drive shafts are fitted with constant velocity universal joints which eliminate lumpiness when turning corners.

The gear change lever protrudes from the facia panel on the right of the twin-spoked steering wheel. Two track rods of equal length are linked to the rack and pinion steering mechanism. Both hand and foot brakes are hydraulically operated. The four-seater body is of ample proportions and on the latest version the upholstery has been considerably improved. The capacious luggage locker also houses the spare wheel. By retaining the original roof construction, interior noise is kept at an absolute minimum, and drumming—an unfortunate feature of many very small cars—is successfully avoided.

A top speed of 50 m.p.h. is claimed under favourable conditions and fuel consumption is said to be 50-55 m.p.g. The company makes no claims regarding the performance of this small car, but it has, during the past year, taken part in a number of trials and long-distance rallies in Germany. Recently, in the A.D.A.C. Winter Rally, a team of these midgets competed and emerged with the highest team award of their class, despite heavy snow, extreme cold, and treacherous going. The price of the modified version remains unchanged at £310. It is not, however, readily obtainable in this country at the moment.

SPECIFICATION

Engine: 2-cyl. vertical two-stroke mounted transversely, 62 x 64 mm (386 c.c.). Compression ratio 6.85 to 1; 13 b.h.p. at 3,750 r.p.m.

Transmission: Front wheel drive, dry single-plate clutch and three-speed gear box.

Steering: Rack and pinion.

Suspension: Front: transverse leaf springs.

Rear: longitudinal half-elliptic.

Brakes: Hydraulic.



The use of pressed steel does much to enhance the appearance of the Lloyd minicar. The addition of a frontal motif and metal bonnet top continues the transformation of this car from a midget to a sensible family runabout.

DEFER THE COST OF A RE-BORE

with these oil control rings

Cut down oil consumption and get increased power, too!

DOES your car use more than one pint of oil in 250 miles? Do you leave your garage in a cloud of smoke? These are signs that cylinder wear has reached the danger point.

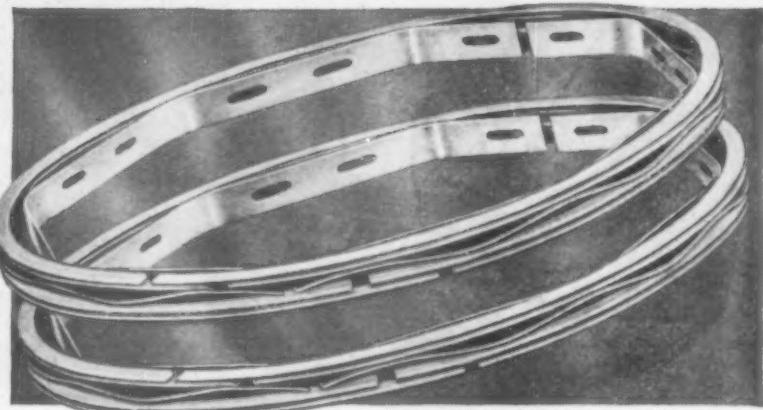
WHAT IS HAPPENING IN YOUR ENGINE

When your cylinders start to wear, oil is able to get between the piston and cylinder wall up into the combustion chamber. Result — the oil burns away and you spend far more than you should on topping-up. You also lose power and waste petrol because the explosive gases leak past the piston and the plugs get oiled up.

The usual remedy is an expensive major overhaul — £40-£50 or so after 30,000 miles.

Duaflex rings will do the job for a fraction of the cost

Provided the wear is not too great, a set of Duaflex oil control rings will do the job equally well and at a fraction of the cost and a re-bore can be indefinitely postponed. Duaflex rings are designed to take up cylinder wear by sealing the gap between the piston and cylinder wall. They are self-compensating



and adjust themselves automatically to irregularities in the bore however mis-shapen it may have become. What's more, they are designed to reduce wear on cylinder walls — and the rings themselves last longer too!

Efficiency proved by private motorists and fleet owners

You can fit Duaflex rings with complete confidence. Their efficiency has been proved time and time again, not only by private motorists, but by operators of large fleets of

vehicles whose main concern is economy. Your local garage will give you full details and quote for fitting.

100,000 MILES WITHOUT A RE-BORE

A hard-driven newspaper van of the "Birmingham Post and Mail" fleet fitted with Duaflex rings has completed 100,000 miles without a re-bore and still gives 1,800 miles to a gallon of oil. Five other vans in the fleet have averaged 60,000 miles each without re-bores. Fleet owners and private motorists all over the country are proving the effectiveness and economy of Duaflex rings.

Here's what experienced motorists say about Duaflex

"... After the rings were fitted ... I used no more than four pints of oil — which seems incredible for 2,500 miles, including some Swiss hill-climbing!"

L.L., GLASGOW, S.4.

"... in actual fact I have done 4,700 miles on three-quarters of a pint of oil since fitting Duaflex rings — against one pint per 100 before."

J.C., HARROW.

"... since fitting these rings I have covered 1,500 miles with no oil consumption."

W.E.H., GLASGOW.

"... I have covered over 10,000 miles since having Duaflex Piston Rings fitted to my 1940 Model Rover 10, and during this time I have used no more than four pints of oil for topping-up!"

C.S.J., BRISTOL.

HOW DUAFLEX RINGS WORK

The principle of Duaflex rings is unique. They are designed to expand in two directions; vertically, to seal the rings in their grooves; and outwardly, to press against the cylinder walls. In this way an oil and gas-tight seal is maintained.

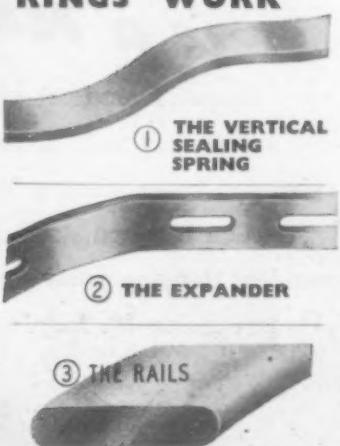


THE EXCLUSIVE FEATURES

The vertical sealing spring (1) seals the ring in its groove. The "Expander" (2) maintains an even outward pressure ensuring perfect contact with cylinder walls however worn or distorted the bore may have become. And the specially shaped rails (3) are designed to 'wipe' oil from the cylinder walls and avoid scraping and consequent wear.

CHROME PLATED FOR LONGER LIFE

Further protection for cylinders and rings is provided by chrome plating on contact areas. The wearing qualities of chromium plate and its resistance to corrosion means longer life for both cylinder bores and the rings themselves.



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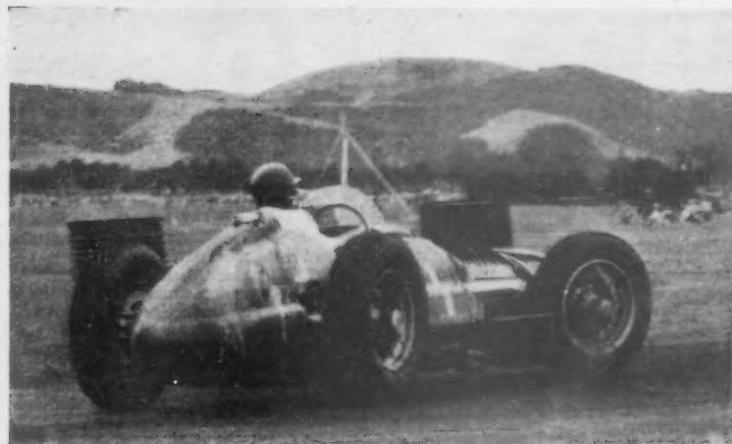
Because Avon H.M. tyres are made to last longer, they cost you less per mile. Because they have a wider tread, they give you better traction. Because they have unique centre traction bars and slots, they give you added safety with tremendous stopping power. On all scores Avon should be your first choice. It's fairer to your car—and to your pocket !

AVON
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AN ALL BRITISH ACHIEVEMENT

AUCKLAND AFTERTHOUGHTS

Curiously Unsatisfactory Aspects of an Important Overseas G.P.



The B.R.M. begins the first of four spins it had during the race.

IT is always provoking when someone with less elaborate or cheaper equipment beats one at one's own game, and Stanley Jones' victory over the B.R.M. in the Auckland G.P. on January 9 in the privately built Maybach Special takes a fair amount of laughing off. The race was fully reported in the last issue of *The Autocar*. The car was built by Charlie Dean, of Melbourne, without any previous formula 1 ideas—the engine is a 4-litre six-cylinder overhead camshaft unit taken from a German half-track scout car which was shipped to Australia for technical study by military experts after the war. The valves are inclined at 60 deg and are operated through rocker arms; the hemispherical combustion chambers, with separate inlet and exhaust ports for each cylinder, have centrally located sparking plugs.

Military Origins

In its military form the engine developed 100 b.h.p. Dean designed a frame of tubular construction, using a 7th Series Lancia Lambda rear axle, and front suspension assembly from a 1937 Studebaker Commander; the gear box is Fiat. Originally designed as a two-seater, the car's first competition appearance was in the 1946 Rob Roy hill-climb in Australia. Since then a process of slow development has been going on and many modifications have been carried out, including the fitting of a limited slip differential of American origin. In its present form the engine develops something over 300 b.h.p.

The organization of the event seems to have been a mixture of very good and very bad. Press facilities were non-existent. Lack of official information was noticeable in the commentaries given by the main broadcasting stations.

The breakdown of the timekeeping and lap scoring system was, of course, the most serious deficiency. This is of even greater importance when the enormous distances covered by some of the competing cars and drivers are considered.

Enthusiasm for the sport is obviously very high in New Zealand and the organizers cannot afford to allow such muddles to happen if they want their events to attract top ranking drivers from overseas. In a *formule libre* race of over 200 miles with a lap length of only two miles the task of keeping a lap chart becomes very difficult indeed. The B.R.M. was lapping the slowest cars once every three laps, so that, by the finish, the rearguard was about 30 laps behind the leaders. In these circumstances hawk-like concentration must be maintained throughout the race; a correspondent suggests that the brilliant driving of some of the visitors may have been responsible for temporary distractions of the lap scorers' attention. Whatever the cause and however excusable, the result is unsatisfactory. It is a slight consolation to Gould, as one of the drivers protesting against the official results, that he went on to make second fastest time in the North Island hill-climb with his Cooper-Bristol, only one-fifth of a second behind R. Gibbons' Cooper-J.A.P.

Undoubtedly the B.R.M.'s appearance was partly instrumental in drawing the 50,000-strong crowd that watched the race. It seems always to be the prima ballerina—in both performance when it goes well and obscure moods when

Stanley Jones, in the cockpit of the Maybach, runs up the engine after mechanics had worked on the car all night.

it does not! A joy that has been denied to British crowds must have been its journey on public roads, with the accompanying throttle blipping and shriek from its exhaust, from its garage to the circuit, a distance of four miles. Wharton's driving and the car's performance thoroughly impressed the spectators and, despite spinning round when overtaking R. Roycroft's ex-Ferrari 2.9-litre Alfa Romeo, he held the lead for 45 of the 2-mile laps, when he made a pit stop for fuel and tyres.

The Maybach took the lead and Wharton, who had lost only one place, took several very exciting laps to re-pass it. For two or three further laps, until the B.R.M. drew ahead, it was able to hold the lead only on the straights, the Maybach overtaking on the corners at either end of the circuit. It was not until the 55th lap that the B.R.M. managed to stay in the lead, and, four laps later, had built up a 15 sec lead. At this stage the B.R.M.-bogey took over. Smoke appeared from the front brake discs; an unexpected pit stop took the pit staff by surprise; brake fluid was added but did not improve matters and Wharton finished the remaining 90-odd miles with only the five-speed gear box to slow the car.

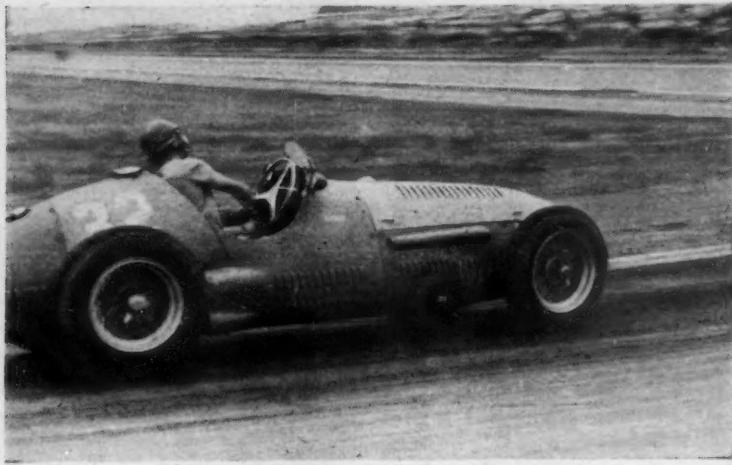
Shift of Places

Gould, who was fourth in the original placings, protested that he had covered an extra lap and should have been the winner. He was thus moved to second place at the expense of Roycroft's Alfa Romeo and A. Gaze's H.W.M.-Alta; it was at that stage that the stewards gave their official decision and, as far as they are concerned, the matter is closed. That was not all, however, as subsequent protests were lodged against the stewards' decision. As forecast last week, these protests are the concern of the Competitions Department of the R.A.C. in London and it is expected that copies of the lap charts, time sheets and so on will be received by the club in due course. In the meantime, Jones' Maybach seems to have won at 72.5 m.p.h.



Championship G.P. Number

ARGENTINE EVENT FIRST UNDER NEW FORMULA : FANGIO (MASERATI)



Mières winds up his Maserati for a bend.

THE second Argentine Grand Prix on January 1st, and the first *grande épreuve* to be run under the new formula 1, proved sensational from start to finish, with intermittent rain squalls changing the leaderboard at least seven times. Hawthorn was disqualified while in the lead for being pushed after having spun round. After a 1m 10s pit stop for new tyres Fangio drove a terrific race to pass Farina, who soon afterwards slowed up considerably, as his pit told him that Fangio had been disqualified for having too many mechanics attending to his car! However, Ferrari's protest is still subject to a decision and Fangio was provisionally adjudged the winner.

Fangio drove a Maserati with a new type of frame and bodywork, which now encloses the driver considerably. The windscreen reaches right round to the driver's shoulders to improve air flow. The front suspension, as on other Maseratis, is by coil and wishbone. Ferrari presented substantially the same cars which won the *formula libre* race last year, with four-cylinder twin-o.h.c. engines in a 2-litre chassis, while Gordinis used the same formula, with 2.5 engines in the three 1952 chassis. As far as teams go, Ferraris fielded Farina, Gonzalez, Hawthorn and Maglioli, with Rosier and Trintignant as "independents." Maseratis entered Fangio, Marimon and Musso, with private cars being driven by Bira, de Graffenreid, Schell, Mières and Daponte, and Gordini had three works drivers—Behra, Bayol and Loyer.

In the practice Ferraris once again were supreme, Farina and Gonzalez setting up the two best times, 1m 44.8s and 1m 44.9s respectively, Farina's average working out at 83.52 m.p.h. for the 2.43-mile circuit (the same as last year, but raced anti-clockwise as the pits are on the outside of a dangerous curve when taken clockwise). Fangio achieved 1m 45.6s and Hawthorn 1m 47.0s in Maglioli's car. Therefore the line-up was:

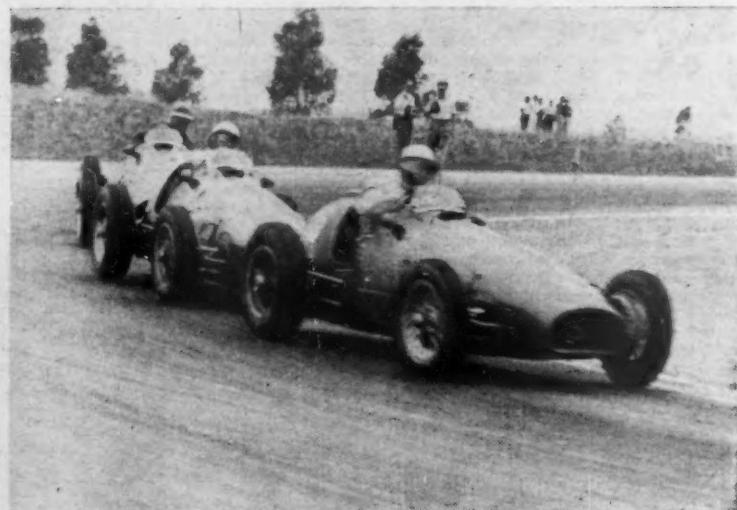
First Row: Ferrari (Farina), Ferrari (Gonzalez), Maserati (Fangio), Ferrari (Hawthorn). Second Row: Maserati (Marimon), Ferrari (Trintignant); Musso had qualified his Maserati for the second row, but another driver blew up the engine in a trial run. After these came: Mières, Bira, Schell, Maglioli (all Maseratis); Behra, de Graffenreid and Loyer (Gordini, Maserati, Gordini), and finally the Ferrari of Rosier, the Gordini of Bayol, and the sick Maserati of Daponte.

After some pageantry with national anthems played and some flag-waving, the start was at 4.34 p.m., the stands were packed tight but everything was in perfect order compared with last year's

near-debacle. There were no spectator incidents whatsoever in spite of the vast crowd, admittedly smaller than in 1953. When, amid mounting tension, the flag was finally dropped, Farina shot into the lead at once, followed by Marimon and Hawthorn, but Fangio passed the British driver on the first lap and was third past the stands, while Gonzalez made a poor start and had to cleave his way violently through the second group. On the second lap Rosier carried on at a curve and crashed into a substantial wire gate, injuring his face and damaging the front of his car. Marimon started to fall back gradually. The three Gordinis were running last, except for Daponte's sick Maserati, which had started very poorly. Gonzalez, driving all out in his Ferrari under Argentine colours (by special permission of Comm. Ferrari) passed Marimon, then Hawthorn, and then Fangio. At this point the next three places were filled by Mières, de Graffenreid and Trintignant.

All Change!

Then Gonzalez, driving flat out, passed Farina and went into the lead, and after half an hour the full race order was Gonzalez, Farina, Fangio, Hawthorn, Trintignant, Mières, Marimon, de Graffenreid, Bira, Schell, Behra, Bayol, Loyer and Daponte. Fifteen minutes later, Gonzalez had drawn away from Farina, and Mike Hawthorn had once again repassed Fangio, three Ferraris in line ahead. Then the rain started, and Bira went into his pit. Then Gonzalez stopped to change goggles, and Farina was instantly passed, but he had to give way to Hawthorn two laps later, while the latter set up the fastest lap of the day, in 1m 48.1s (87.48 m.p.h.). The rain grew heavier, and Farina stopped for tyres, and on lap 38 Hawthorn went into the lead, but two laps



In close company : Maglioli, Farina and Hawthorn.

One

VICTORY

Sliding slightly on the glistening track, Fangio speeds through one of the rain squalls which greatly affected the results.



later spun round in the wet, was pushed, by enthusiastic spectators, and disqualified.

So Fangio went back into the lead and Gonzalez raced along behind followed by Farina, Hawthorn, de Graffenreid and Trintignant, the last two driving really well. Maglioli, however, was completely off form and was last. Gonzalez put on extra speed and passed Fangio again on lap 43 when the rain stopped briefly, and now all three leaders were going flat out and really racing in the true Grand Prix style. Marimon spun out wildly, finishing front-end-forward and at 50 laps the order was: Gonzalez, in 1h 35m 39.1s, Fangio, 1h 36m 4.1s, Farina, 1h 36m 28.5s, then Hawthorn, who had not yet been flagged off, and Trintignant. The rain started again with a vengeance and Farina, with relatively new tyres, gained on Gonzalez and Fangio. Then Fangio was in his pit for new tyres, taking 1m 10s, and after this started one of the biggest thrills of the race as Fangio, driving at the outside limit of sanity, began to gain four and five seconds per lap in pouring rain with the track inches deep in water.

Protest

Gonzalez had, rather unwisely, not changed tyres and now had to drive with extreme caution, and Farina was soon past, but then followed another sensation, which was not immediately apparent to the spectators in the stands. Sig. Ugolini, Ferrari *chef d'équipe*, claimed that five mechanics had assisted and pushed Fangio away from that dramatic tyre stop, whereas the regulations allowed only three; consequently he immediately demanded that Fangio be disqualified. Naturally, this development caused a good deal of consternation, while outside, the all-unconscious crowd roared themselves hoarse as Fangio sprayed past Farina right by the stands. While hurried consultations were going on, Ferraris started to wave Farina down energetically, which puzzled Farina considerably. He, of course, could not understand the point of slowing down so much while Fangio was leading and going away, until they hung out a signboard reading "Fangio fuodi gara," and then Farina understood

and slowed right up, as did Gonzalez, both confident that Fangio would be disqualified. This driver, however, still had no inkling of what was going on and kept up his merry pace, his tail swinging violently on acceleration in the wet, and Farina slowed up so much that Trintignant, a lap behind, rocketed past him on a straight.

Ignorance

While Fangio kept on with unabated zeal, the arguments were waxing louder and louder and it was decided to say nothing to the crowds, and when Fangio came in he received the chequered flag amid scenes of understandable frenzy, with Farina second, then Gonzalez, Trintignant after a very fine race, Bayol (non-stop), Bira, Schell, de Graffenreid and Maglioli. The last four had trouble of one sort or another. While the happy crowd disbanded and went home, the rain turned into a violent storm and another storm brewed in the offices of the Autodrome,

where after long debate it was decided that Fangio's stop had been in order and that he was undoubtedly the winner of the race.

At the time of going to press, it is not known whether Ferraris will appeal to the F.I.A. against the decision of the organizers and the results of the race as a whole. Latest reports from Buenos Aires indicate that, as in the Auckland Grand Prix, the official results will not be confirmed for some weeks. Ferrari have already lodged a strong protest with the Buenos Aires municipal authorities—who were the race organizers—but they, in turn, have refused to consider any appeal until February 11. In some quarters it is felt that the Ferrari team manager acted prematurely in signalling Farina to slow down.

PROVISIONAL RESULTS

Lap length 2.43 miles

1. Maserati (J. M. Fangio), 1h 0m 55.8s, 70.15 m.p.h., 87 laps; 2. Ferrari (G. Farina), 1h 2m 14.8s; 3. Ferrari (J. P. Gonzalez), 1h 2m 56.8s; 4. Ferrari (M. Trintignant), 86 laps; 5. Gordini (E. Bayol), 85 laps.



Favourite of the crowd—Argentina's Gonzalez, who held the lead for a long time.

THE S P O R T

by
J. A. Cooper

THE 1954 Monte Carlo Rally has certainly been a surprising one in many respects. Since the war the weather has made things difficult for competitors in alternate years, and by that reckoning this year's event has not been a bad one; in fact, it is difficult to remember any Monte in which the weather was kinder to drivers. The road section of the Rally was a routine drive for all except those of us who started from Athens; we had bad weather and worse roads in places until we crossed the frontier at Trieste to northern Italy.

It was pleasant to see Chiron, the grand old man of French racing, win his first Monte, as he is Monaco born and bred;



Ascari (left) and Villoresi, who have recently signed a contract to drive the new—and as yet unseen in public—Lancia form. A I cars, discuss a model of the new cars.

MONTE CARLO • ARGENTINE • B.R.M. • R.A.C. APPOINTMENTS

even so there has been a certain amount of grumbling about eligibility for the event of his very potent Lancia. But when the weather is so good and the result depends on stop-watch readings and the ability to drive ultra fast round a circuit, the gilt somehow disappears from the gingerbread of victory, for the primary purpose of the Monte has always been to surmount difficult winter conditions. There is another aspect of the Rally in its present form. Previously, the penalty marks (if any) incurred for lateness *en route* have always been the primary deciding factor, the tests being used as tie-deciders. This year all penalty marks were added together without distinction, and it was, therefore, possible for a competitor with a road section penalty to beat others with clean sheets by a superior performance in the tests. This did not, in fact, occur, but the principle is wrong. More important still is the fact that the Rally has become virtually a handicap event depending on engine size, for the speed test round the Grand Prix circuit was run off on a formula of that type—and this formula favoured the smaller engined cars to an undue degree. The best performance on handicap in this test, by M. Gignoux in a Dyna Panhard, gave him six marks advantage over even Chiron, and had he not made a sad mess of the earlier regularity test he must surely have won.



NO doubt many of these points will be ironed out before the next year's Monte, for the organizers are only too aware that they have not, as yet, found the complete answer to the problems. Moreover, this year they were exceptionally unlucky with the weather. But some means should be found, in my opinion, to adjust the stiffness of the road section to suit the prevailing conditions, either by varying the average speed over certain sections or by re-routing them into more difficult country; each presents difficulties not insuperable.

THE many friends and admirers of Leslie Johnson will be sorry to know that, though seeming to be better early in the week, he is in hospital in Monte Carlo, after having suffered a heart attack towards the end of the Rally. The other British casualty, Raymond Baxter (who was badly cut when the Humber in which he was competing with A. G. Imhof skidded near Massiac) is well on the way to complete recovery.



GUISEPPE FARINA and Umberto Maglioli, driving a 4.5-litre Ferrari, won last Sunday's sports car race at Buenos Aires at a speed of 93 m.p.h.; Harry Schell and the Marquess of Portago, also Ferrari-mounted, were second, 17 miles behind. First British finishers, in third place, were the Collins-Griffiths team in a D.B.3S Aston Martin. James Stewart, in one of the Ecurie Ecosse C-type Jaguars, crashed when lying fifth. It is understood that his injuries are not serious though he was taken to hospital. But more serious injuries, from which he later died in hospital, were most regrettably suffered by Eric Forrest Greene when his Aston Martin overturned and caught fire. He had been in the Argentine for many years. The Ecurie Ecosse luck was by no means out, however, as Sir James Scott-Douglas and Ninian Sanderson finished fourth, also in an XK120C, gaining second place in the over-3-litre class to Farina and Maglioli. The Collins-Griffiths Aston Martin was second in the over-1.5-litre class.



A REMARK to be found in almost any prospectus sent out by the organizing club before an event reads: "As usual, we require a large number of officials and marshals. Will all those interested send in their names . . . ?" And, sure

enough, large numbers of those interested do send in their names. It is questionable, though, whether in doing so they fully realize the responsibilities they are taking on—or, in fact, whether some of the volunteers are fully qualified to do the job.

The recent Auckland G.P. mix-up is an example of the chaos that can result. The various lap charts did not agree, and no one was certain how many laps each of the leading cars had completed at the end of the race. In major events, the lap chart is, of course, entrusted to responsible people, and such muddles normally do not occur. In the lesser events, however, where the job may be assigned to voluntary labour, the lap scorers should realize that they are not there to watch the race—not, in fact, do they see much of it. A momentary lapse of attention to watch so-and-so spinning round on a corner may well make the chart useless and the Auckland situation will result.

This applies, too, to trials and rallies. Drivers do not pay entry fees and large sums of money on fuel—in addition to risking damage to their cars—to find that, when the results are published, they are down as having failed on a section they managed, in fact, without any trouble at all. This happened in the last "Exeter," for instance, in one case that can be vouched for. Though most drivers compete in events purely as an outlet for sporting instincts it is impossible to overstress the importance of competence on the part of marshals and officials, much as their voluntary rendering of unpaid service is to be praised.



AT a general meeting, held in the Waldorf Hotel on January 20, a resolution was passed that the B.R.M. Association be wound up voluntarily. Mr. Alfred Owen detailed his plans for continuing to run the B.R.M. cars through the Owen Racing Organization, though the cars themselves would continue to be known

as B.R.M.s. In order to avoid confusion with the original B.R.M.A., it was decided to call the new Association the O.R.M.A.—the Owen Racing Motors Association.

After this the O.R.M.A. held its inaugural meeting. Despite their setbacks and trouble the cars still have an immense number of supporters and enthusiasts who wish to continue their financial help. Mr. Owen is providing the new O.R.M.A. with funds and facilities to start operations, but it is hoped that it will shortly be more than self-supporting. Headquarters will be at the London office of the Owen Organization, at Kent House, Market Place, Oxford Circus, London, W.1. Donald McCullough, the first chairman of the original B.R.M. Research Trust, will continue as chairman of the O.R.M.A. committee.

The general policy to be adopted by Alfred Owen and Raymond Mays, who was also present at the meeting, is as follows: The existing B.R.M.s will be modified slightly and will continue to run in such *formule libre* events as are open to them. A new formula 1 car is being developed and it is hoped that the prototype cars will be ready by the end of this season. It is intended to use British drivers wherever possible with the new cars and the team will be led by Ken Wharton—all of which is very good news.



A N appeal has been made to the Mexican Ministry of Communications to make an alteration in the route of the 1954 Panamerican road race, making Nuevo Laredo the finishing point instead of Luarez. The petition, signed by the civic authorities of several towns along the proposed route, states that the change would make the event "more spectacular" over the mountainous route linking the capital—Mexico City—and Nuevo Laredo.

COMING SHORTLY

- JANUARY 30.—B.M.W. Car Club. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.30 p.m.
 30-31.—Cambridge University A.C. Lent Term Rally, starting from Huddersfield, Yorkshire, and St. Neots, Huntingdonshire, 3 p.m.
 30-31.—Vintage S.C.C. Southport Rally and Northern annual general meeting.
 30-31.—Rhyd and District M.C. Braid Rally, Braid Garage, Colwyn Bay, Denbighshire, 10 p.m.
 31.—Buenos Aires G.P., Argentina.
 31.—Peterborough M.C. Warco Cup Sporting Trial, Wheatsheaf Inn, Alwalton, Huntingdonshire, 12 noon.
 31.—Alvis O.C. Kentish Rally, Badgers Mount Café, Badgers Mount, near Halsted, Kent, 1 p.m.
FEBRUARY 2.—Brent Vale M.C. Film show, Byron Hotel, Ruskin Road, Greenford, Middlesex, 7.30 p.m.
 3.—Epping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 8.30 p.m.
 5.—Lloyd's M.C. Annual dinner, Café Royal, Regent Street, London, W.1.
 5.—B.A.R.C. Midnight film matinée, Curzon Cinema, Curzon Street, London, W.1, 11.15 p.m.
 6.—Bristol M.C. and L.C.C. Trial, Mile Tree Roadhouse, near Bristol, 2 p.m.
 6-7.—Snow and Ice Rally, and Northern Roads Rally, France.
 6-7.—Thames Estuary A.C. Cat's Eyes Night Navigation Rally, Seaway Car Park, Southend-on-Sea, Essex, 7.30 p.m.
 7.—Southsea M.C. Inter-Club Team Trial and Hunt Trophy Trial, Deers Hut Hotel, Longmoor, near Liphook, Hampshire, 11 a.m.
 7.—Harley and District L.C.C. Clee Hill Trial, Angel Hotel, Ludlow, Shropshire, 10 a.m.
 7.—Eastwood and District M.C. Social run, Cinderhill Service Garage, Nuthall Road, Nottingham, 2.0 p.m.

AN inaugural meeting was held early this month of the Southport Auto-sports club. It is planned to revive the sand racing which was popular before the war and which, it is claimed, used to draw crowds of 30,000 to this Lancashire resort. It was suggested that this form of surface might be unsuited to the speeds reached by modern cars.

Fast cornering on sand has its difficulties. A wheel may dig in and gyrations, amusing on concrete, can be lethal on sand. The track surface gets cut up, too.



FROM Indianapolis comes a forecast by Wilbur Shaw, of the three As, that this year will see a record speed in the 500-mile classic of above 130 m.p.h. The 1954 race will be the 38th of the series and will be run on Monday, May 31. The speed set up by Vukovich in 1953 was 128.740 m.p.h., but Shaw considers that the combination of intense heat and lack of a serious challenger during the late stages of the event protected Troy Ruttman's 1952 record of 128.922 m.p.h.



AFTER a year of resting on their laurels and preparation, the Daimler-Benz company are re-entering the lists with a bang, and look like adding considerably to their laurels. Three of the new 300SLR Mercedes-Benz cars, with a claimed maximum speed of over 180 m.p.h., will be entered for the Le Mans 24-hour race and further plans include the Mille Miglia and the Carrera Pan-American. The names of drivers have not yet been announced.



THE Royal Automobile Club has announced that Colonel F. S. Barnes, who has been competitions manager since 1948, is resigning his position on March 31. This step has been necessitated by Colonel Barnes' business interests; he will, however, continue as the club's supplementary delegate to the F.I.A.'s Commission Sportive Internationale and will attend to the interests of British competitors and represent the R.A.C. in the Monte Carlo, Tulip and Alpine rallies.

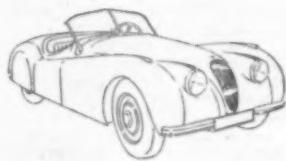
D. H. Delamont, who has been assistant manager of the department for the past five years, will become manager; J. H. Orr-Ewing will become assistant manager.



THE sixth Tulip Rally will be held from April 26 to May 2. Seven starting points will be used—Berne, Brussels, The Hague, Hamburg, London, Munich and Paris. From these towns preliminary routes of about 312 miles will lead to the Nurburgring, in Germany, where the common route of 1,750 miles, to be covered by all competitors, begins. This year's event will include a number of special stages and eliminating tests and, on April 30, the best placed cars in each class will meet in the final speed test on the Zandvoort circuit. Regulations of the rally can be obtained from the Secretary, the R.A.C.-West 21, Jan van Nassaustraat, The Hague, Holland.

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CLUB NEWS

Cemian M.C.—The start of this year's Chiltern Rally, to be held on February 14, will be at the Aerodrome Hotel, Purley Way, Croydon, at 1 p.m. One-inch Ordnance Survey maps numbers 170 and 171 will cover the course, which will be approximately 130 miles in length. There will be three daylight sections and a short night section, and the whole course will be over metalled roads of a non-damaging nature. An average speed of 30 m.p.h. will be required and secret checks will be in operation to ensure that no one exceeds a 40 m.p.h. average. The event will be run by two very experienced rally competitors who, having been at the suffering so often, feel entitled to cause the suffering for a change.

Cornwall V.C.C.—The annual general meeting will be held on Saturday, February 13, at the Red Lion Hotel, Newquay.

Hants and Berks M.C.—A new event, the Riverside Rally, will be held on Saturday and Sunday, April 24 and 25. The central control point and finish will be in the Reading area. The organizers hope to provide something entirely different from the normal type of rally.

Lancashire A.C.—Fifty-six cars set out on Sunday, January 17, from Salisbury, near Preston, to cross in sequence every bridge over the Lancaster Canal as far as Glasson Dock. The return journey entailed the re-crossing of the bridges but in the opposite direction; an average of 24 m.p.h. was required throughout. Points were deducted for missing bridges or crossing in the wrong direction and for travelling at a lower or higher average than that laid down; secret checks took care of this. As a result, speeds were low and at one or two points on the route local residents commented

on the good display of caution—in particular a farmer, who was extremely complimentary. This is excellent news and should set an example to be followed by other organizers. The finish was at the Starke Arms Hotel, Clitheroe, where tea and a film show awaited competitors. The results were as follows:

1, Austin A.90 (F. Snaylam), 26 marks lost; 2, Dellow (E. G. Vanner), 32; 3, Triumph (R. L. Ward), 37.

The date of the Morecambe Rally will be May 21, 22 and 23—not, as previously given, May 14, 15 and 16.

North Midland M.C.—The annual dinner and prize distribution is to be held at the Maynard Arms Hotel, Grindelford. This hotel will also be the scene of the start of the Kitching Trophy trial which will take place the following day. Regulations for this event can be obtained from T. C. Harrison, 53-61, London Road, Sheffield, 2.

S.U.N.B.A.C.—The annual dinner was on December 29 of the Old Year, and despite very cold weather and ice-bound roads, 266 members and guests attended. L. Tracey was elected club president in succession to Ken Sumner. A speech was made by H. S. Perrey, chairman of the Midland Centre Board of the A.C.U., who deputized for the Mayor of Sutton Coldfield, Councillor G. Stephens, who was unfortunately unable to attend. Grand Prix races in which the competitors had to propel a tiny model car up and down the ballroom provided much entertainment.

North London Enthusiasts' C.C.—The ninth annual general meeting was held at the Green Man, 128, Hale Lane, Edgware, on January 19. The Jacobean Trophy Trial is to be held on Sunday, February 21, and will start at 10.30 a.m. from Hatfield, Hertfordshire, and finish at Beaconsfield. Closing date is Monday, February 15, and the entry fee is 21s per car; late entries at 26s will be accepted up to February 17. In order to attract normal production cars, this year there will be a penalty against trials specials. The course contains navigational, timed and observed sections, as well as driving tests.

IN BRIEF

Thirty-four British competitors in the Monte Carlo Rally used Wyresoles and Tyresoles on their cars.

The India Tyre and Rubber Co., Ltd., have opened a new tyre depot at 29, White Post Lane, Hackney, London, E.9.

The number of new cars registered in the United States last year was 5,775,000. According to industrial statisticians this figure is the second highest in the history of the motor industry.

The Owen Organization, Kent House, Oxford Circus, London, W.1, have published a catalogue of films which can be borrowed by clubs, companies, societies and so on. Among them are colour films of the B.R.M. in action.

The Institute of the Motor Industry will hold a Residential Summer School at St. Catharine's College, Cambridge, from August 21 to 28. Further details can be obtained from the secretary of the Institute of the Motor Industry, 40, Queen's Gate, London, S.W.7.

New lubrication charts recently added to the Castrol range include the Humber Hawk, Jaguar, Mark VII, Morris Minor (Series II), Standard Eight and Wolseley 4-44. Copies of these charts may be obtained free on request from C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W.1.

Mr. S. G. Vos, chairman of the Regent Oil Company, Ltd., sailed on the S.S. *Mauretania* on January 20. He is bound for Trinidad.

Southall Road Safety Committee are holding a special film show at the Grammar School, Boyd Avenue, Southall, tonight (January 29) at 7.45 p.m. Admission is free by tickets which can be obtained from the Town Clerk's Office, South Road, Southall.

In the preliminary report of the Monte Carlo Rally in last week's issue of *The Autocar* it was wrongly stated that Maurice Gatsonides and Marcel Becquart won the event last year. Gatsonides did win the 1953 Monte Carlo Rally in a Ford Zephyr, but his co-driver was Peter Worledge.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 1682 Handbooks Required
"J.A.D."—1935 20 h.p. S.S. 1.

"V.M."—1933 Singer Nine (workshop manual also wanted).

"D.S."—1935 Riley Nine Kestrel.

"B.H.C."—1926-27 Bean.

"N.M."—1934 9 h.p. Singer Le Mans.

"E.E.M."—1939 1½-litre Jaguar (a workshop manual would also be appreciated).

"W.L."—1937 Opel Cadet.

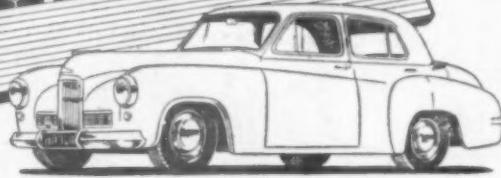
"L.K."—1936 12 h.p. Morris (or a workshop manual).

"D.H."—TB M.G.

"H.S."—1946-47 10 h.p. Sunbeam-Talbot workshop manual.

"K.C."—1939 Vauxhall Twelve-Four workshop manual.

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1951 AUSTIN A.40 Devon Saloon, green, heater	£525	1953/4 JAGUAR XK120 Convertible, grey, radio, etc., 1,500 miles only ...	£1,495
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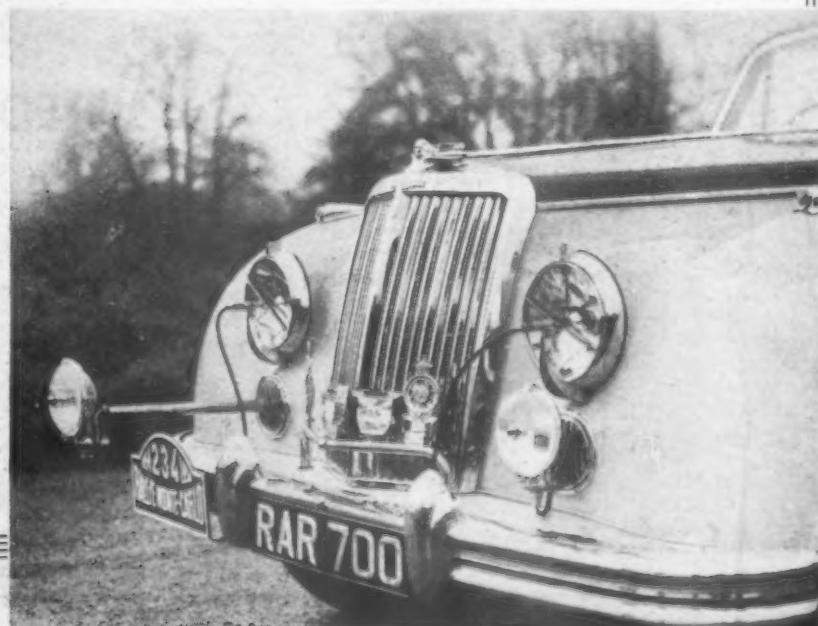
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DOUGLAS, Isle of Man, John Shimmin, 26/27, Derby Square, DOUGLAS 1198.

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HULL. Wilberforce Garage Ltd., 29, Dock Street, HULL CENTRAL 33012.

BRADFORD. Lambert Motors (Bradford) Ltd., Buck Street Garage, BRADFORD 24171/2.

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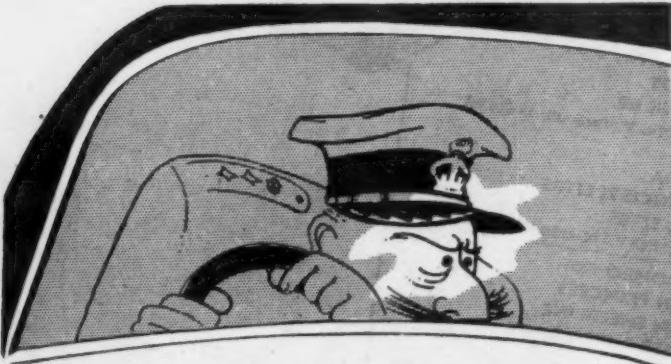
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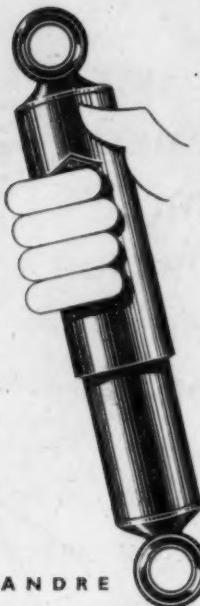
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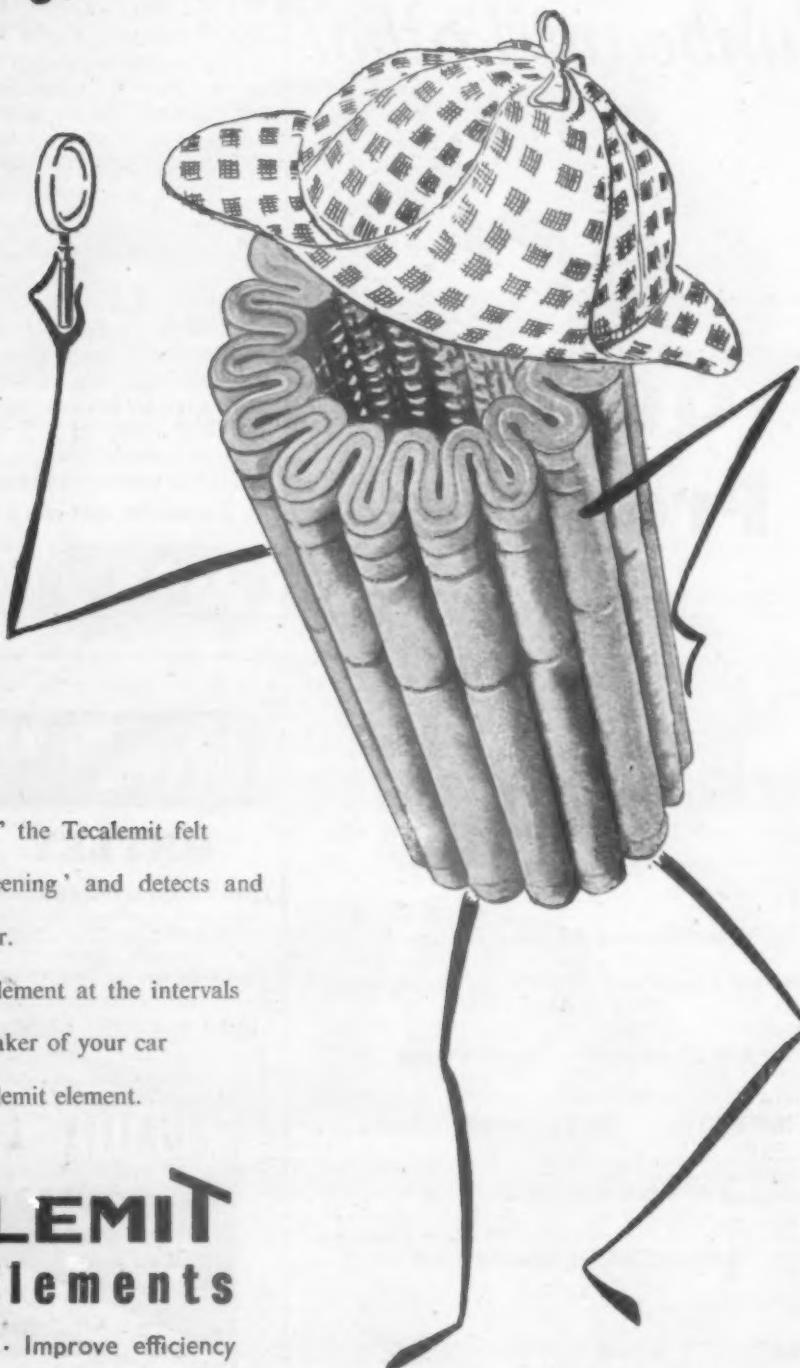
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AC
Quality
Products

Team Prize
(Charles Faroux Trophy)

Stirling Moss
Leslie Johnson
Sheila Van Damm

(Above results subject to official confirmation)

The following AC products are

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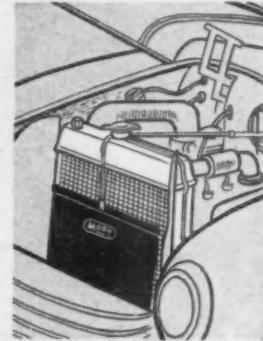
AC-DELCO
 Division of General Motors, Ltd.
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CONGRATULATIONS

to the Sunbeam - Talbot team:
 Stirling Moss, Leslie Johnson and
 Sheila Van Damm for their out-
 standing performance in winning
 the Charles Faroux Cup in the
 Monte Carlo Rally for the second
 year running.

(Subject to confirmation)

All Sunbeam-Talbots and many other competing
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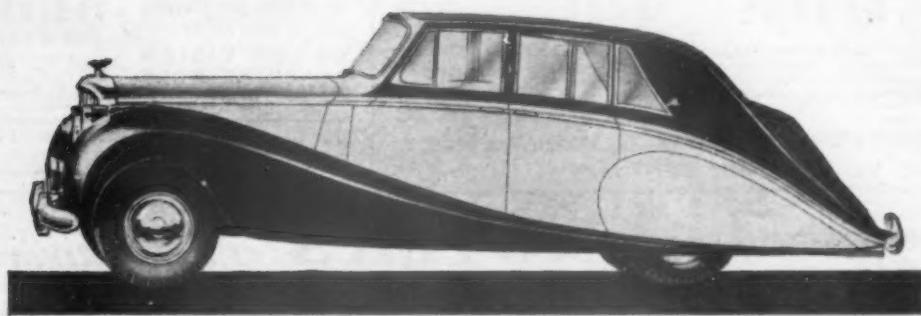
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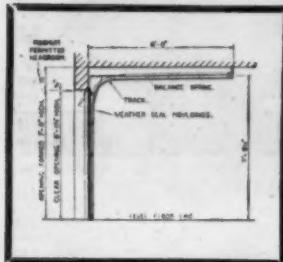
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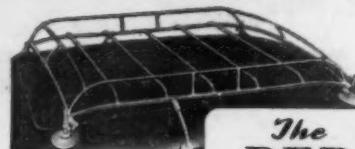
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Mark V saloon, 1950, 23-litre model. Unblemished coachwork and upholstery. Fitted new set of Dunlop tyres and Lifeguard tubes. One previous owner £665
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HUMBER Pullman, Mark III limousine, 1951. Serviced throughout by County distributors £1,195

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ARMSTRONG SIDDELEY 18 h.p. limousine, 1951 (March), in leather throughout. Air conditioning built-in, widest occasional. One previous owner £945

ARMSTRONG SIDDELEY limousine, 1951 (Jan.), slightly higher mileage than above but in almost the same immaculate condition. Heater and radio £895

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M.G. T.A. series late pre-war two-seater Midget, in good condition generally. Just overhauled £275

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A one owner car serviced by Rover agents £745

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10 h.p. saloon, 1939, late delivery. Engine just had first decoke after rebo. Oct. 1953. Runs very sweetly. Tyres, brakes, steering, etc., all first class £375

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Pilot saloon, 1949, also in blue with interior to match. An excellent example. Very carefully used £395

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1952 JOWETT Javelin Saloon	£580
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1949 HUMBER Super Snipe saloon, fitted radio, loose covers, new tyres	£495
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£80	1938 MORRIS 8 saloon	£265
£109	1946 MORRIS 8 saloon	£325
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£134	1950 MORRIS Minor Tourer	£410
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1953 VAUXHALL Velox 8,000 miles	£725
1953 VAUXHALL Wyvern, 5,000 miles	£675
1953 MORRIS Oxford, 10,000 miles	£635
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1948 TRIUMPH 1800 roadster, metallic grey with blue leather interior, has been carefully used and maintained, total mileage 30,000	£445

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£645

1950 (April) Citroen Light 15, S.R. saloon, maroon, red leather upholstery, immaculate condition

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1950 (Sept.) FORD Pilot, black, brown leather upholstery, fitted heater and radio, nominal mileage, excellent condition

£625

1950 (Jan.) VAUXHALL Velox, fawn brown leather upholstery, fitted heater, one owner, excellent condition

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1951 (Feb.) VAUXHALL Velox, black brown leather upholstery, fitted heater and radio, 25,000 miles, immaculate condition

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1950 saloon (10/12/49), radio, heater, 17,000 m., immaculate, nearest £595—24, Northway, Maghull, Liverpool. Maghull 456. [C629]

BUCKLAND tourer, wireless, heater, and all the latest, guaranteed: £750; hire purchase or exchange.—Buckland Body Works, Ltd., Buntingford, Herts. [C6221]

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A.C. Cars Wanted

REQUIRED, good used A.C.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. 5041. [W4018/R]

XXX R. F. Edwards offer immediate cash for 28-30, Upper Elst St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

ALFA-ROMEO

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

BARTLETT—Alfa-Romeo 2.3 s/c coupe, 17,000 miles, £795; Alfa-Romeo 2.3 s/c 2-seater, £605; Alfa-Romeo 2.3 6-cyl. 4-wheel 1.s. semi-streamlined saloon, paintwork unmarked, £450; Alfa-Romeo 1750 s/c 100mph drop head coupe, just reconditioned by expert engineer; £325—27a, Pembroke Villas, W.11. [C1013]

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos—27a, Pembroke Villas, W.11. Bayswater 0525. [W1013]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Alfa-Romeo Spares and Service

THOMSON TAYLOR (BROOKLANDS) Ltd., spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [C6214/R]

ALLARD

CAR MART, Ltd.

1950 Allard 30hp 2-door saloon: £450.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

B. J. HUNTER, Ltd., offer:—

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RICHARDS & CARR always best value.

1952 Allard PI saloon, 15,800 miles, one owner, beautiful car: £675.

1951 K.2 2-seater, one owner, spotless condition: £495.

1951 J.2 2-seater, Arduin heads, exceptional performance: £625.

1949 K.1 2-seater, h.c. heads, high axle ratio: £295.

35 Kinnerton St., London S.W.1. Sloane 5424. [C5045]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer.—

1951 (Oct.) Allard P.1 saloon, black, radio and heater, one owner, 20,000 miles only; this car is super condition: £550.

SERVICE Works and Stores, Barnsdale Yard, off Eglintown Ave., W.9. Cunningham 5836. [C2010]

BARTLETT.—Allard 1951 (October) PI saloon, wireless, heater, exceptionally smart: £475—27a, Pembroke Villas, W.11. [C1013]

SALES & WANTS

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Advertisement Form

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9999, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

ALLARD

1950 Allard saloon, in very good condition, finished grey, 36,500 miles, fitted radio, etc.: £450 o.n.o.—Rice Bros., Horsham, Tel. 500. [C6018]

DROP head fourseats Allard, new condition, lavish equipment, special engine: £435; exchange considered—45, Shirehall Park, N.W.4. Hendon 1648. [C6146]

495 ms.—Allard, 1951, sports saloon, birch grey, leather, heater, one owner, carefully used, except condition: cost £1,650; terms, exchange—Rowland Smith, 901, Hampstead 0401. [C4018]

365 ms.—Allard, September 1948, sports 4-seater, tonneau cover, good tyres, excellent condition; terms, exchange; list; open 9-7 weekdays and Saturdays—Rowland Smith, 901, Hampstead 0401. [C4018]

366 ms.—Allard special sports 2-seater, modified bodywork similar to 1952 model, spotless condition, irrespective of value; 3 months' guarantee; hire purchase exchanges.

AMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

CAMDEN MOTORS for Allards.—1951 saloon, P1 series, beautifully finished in grey with blue hide upholstery, built-in radio and heater; tastefully maintained by local professional gentleman. [C6018]

CAMDEN MOTORS for Allards. Special Show model drop head coupé 1950; this unique Allard was specially built at a fantastic price; it must be seen and tried to believe and is now offered at the amazingly low figure of £445. [C6018]

CAMDEN MOTORS for Allards.—P1 saloon, 1953 model (delivered 1/12/52); faultless condition throughout, unblemished appearance, £695. [C6018]

CAMDEN MOTORS for Allards. Leighton Buzzard. Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C6018]

1954 model Allard Palm Beach 3-seater. Zephyr 6 engine. Salisbury 4.1 ratio rear axle. colour black with red hide upholstery and red wheels. Listed for road and for export. Total mileage under 3,000 still running in, last registered 16.11.53. licensed to December; £990.—Frew & Co., Ltd., 14, Princes St., Perth. [C6018]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

J2 or **K2** wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045]

BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1013]

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Tel. 6541. [W3041]

ALLARD PI 1950-1, reasonable condition, fullest particulars mileage and lowest price.—Lyndhurst Meadow Cottage, West Wittering, Chichester. Tel. W.W. 3135. [C6018]

ALVIS

DICKS.

1934 Alvis Speed 20 sports tourer, most exceptional condition throughout. £275. [C1017]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1017]

CAR MART, Ltd.

1952 Alvis 3-litre saloon, radio, heater: £1,195.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.3. Hendon 6300. [C1019]

L. F. WARD, Ltd.

1940 4.5 Alvis Charlesworth saloon, very attractive.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 5347. London office: Mayfair 0146. [C4045]

MOTORISTS!
ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 87

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GUY SALMON AUTOMOBILES offer:

1952 Alvis 3-litre saloon, black and burgundy beige leather, 19,000 miles, one owner, immaculate condition; £1,125.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C4001]

BONALLACK & SONS offer for sale:

ALVIS Crested 25 saloon, first registered January 1941, recently改裝, black, in perfect condition throughout; £375.—
BONALLACK & SONS, Ltd., 266, Romford Rd., Forest Gate, E.7. [C4046]

BROOKLANDS: Alvis London Distributors.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

ABOVE cars guaranteed from £950.

DEFERRED terms. Confidence, solidity, security.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1950 Alvis 14hp saloon, immaculate condition; £750.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. [C2023]

1952 3-litre Alvis sal., black, one owner, except. cond.; £1,125.—
3-litre Alvis Tickford coupe, maroon, 1951, radio, heater, 25,000 miles; £950.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [C4029]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 Alvis 3-litre drop head coupe, maroon, equipped with radio, spot lamp; £1,050.

PARKERS, Ltd., Bradfordgate, Bolton 4080. [C1047]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R]

1934 Special 20 tourer, excellent condition; £250.—Wimbledon 2518. City 4567 (business). [C6247]

1951 Alvis 3-litre saloon, one owner, immaculate; £950.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/2]

1952 Alvis 3-litre sports tourer, one owner, 10,000 carefully driven miles, immaculate condition; £1,000 under list price at £975.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield. Tel. Huddersfield 5111. [C563]

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £975.—Campbell Symonds, Arnold 2246. [C1037]

1952 Alvis 3-litre saloon, black, red leather, heater, one owner; £1,100.—Odeon Motors, Ltd., Barnet 1144. [C3028]

1951 Alvis 3-litre saloon, one owner, radio, heater, guaranteed; £975.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kin. 2241. [C4053]

725ms.—Alvis 14, 1950, saloon, black, sliding head, leather, radio, heater, exceptionally good condition; terms—exchanges—Rowland Smith below.

165gns.—Alvis Firebird, 1935, 14hp sports tourer, red/maroon leather, manual gear change; terms—exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1938 16hp Alvis saloon, pale green, new 19.6 engine 1940, fast and comfortable; £295.—Parkes, Broadwaters, Brixham. [C6099]

1949 Alvis T.A. 14 sports saloon one owner, completely unmarked, guaranteed; £675.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1]

1939 40 Alvis 12/70 sports saloon, recent £150 overhaul, offered at the bargain price of £260., or £90 deposit—Central Garage, Swan St., Spalding, Lincs. Tel. 2671. [C5955]

£265!!!—Alvis Special 20 sports 4-seater, late owner carefully maintained this vehicle since 1937, recently overhauled, unquestionably magnificent and outstanding condition; 3 months' guarantee; hire purchase—LAMBS, Finchley Showrooms, 421/423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Rowland Smith's, the Car Buyers.—Highest cash price for Alvis.—Hampstead (Tube). N.W.3. Ham 6041. [C4018/R]

B. J. HUNTER, Ltd. For immediate purchase of your Alvis.

B. J. HUNTER 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

REQUIRED, good used Alvis.—G. Edwards, Amhurst Lane, Harpenden, Herts. Harpenden 118. [W2000]

PERFORMANCE CARS urgently require Alvis'—Great West Rd., Brentford, Middlesex. [W3041]

GATEHOUSE MOTORS buy for cash Alvis 12/70 coupes and saloons—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

CHARLES FOLLETT, Ltd., buy good late model cars, 18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0590/R]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, 18, Berkeley St., W.1. Mayfair 6266.

AND at Alvis, Ltd., Service Station, Holylead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [C0391/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0591/R]

MANCHESTER.—Alvis repairers and spares, main agents.

ALFREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18, Rus. 2874-5. [C6053/R]

LANCASHIRE and Cheshire sales service and spares specialists—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton, (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507).

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 55, High Rd., Wembley 8691/3905.

CAMDEN MOTORS offer:

STUDEBAKER Commander 26hp 6-seater saloon, 1948, right-hand drive.

STUDEBAKER Champion 22hp 4-door saloon, 1948, right-hand drive, leather upholstery.

PONTIAC Streamliner 26hp drop head coupe, 1946, full foursome, right-hand drive.

BUICK Super 8 saloon, 4-door model, 1947, right-hand drive.

BUICK Super 8 saloon, 2-door model, 1948, right-hand drive.

BUICK series 40 special 8 4-door saloon, 1949, right-hand drive.

PACKARD Clipper 29hp 4-door saloon, 1947, right-hand drive.

PACKARD Super 8 saloon, 4-door model, 1948, right-hand drive.

CHRYSLER Windsor 28hp saloon, 1952, right-hand drive, 9,000 miles.

LSU 35 pre-war American cars, saloons, drop heads, 4-door sedans, for full details write, call or tel.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue.

METCALFE & MUNDY, Ltd.

1951 Cadillac 60 Special.

1952 Buick saloon, right-hand drive.

1949 Cadillac convertible.

1948-9 Cadillac saloon.

1947 Pontiac convertible, all extras.

1947 Chevrolet convertible, bargain.

1939 Cadillac saloon.

280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, Adj. Leicester Sq. Tube Sta., W.C.2. Temple Bar 3586. [C1017]

495gns.—Plymouth, 1947 26hp Special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition, terms; exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead 6041. [C4018]

495gns.—Armstrong Siddeley, October 1950, 18hp Hurricane drop head coupe, leather, heater, one owner, excellent condition; terms—Rowland Smith, below.

365gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, gear change, one owner, excellent condition; terms—Rowland Smith, Hampstead 6041. [C4018]

495gns.—Armstrong Siddeley, October 1950, Lancaster 4-door saloon, sliding head, leather, heater, fully used, excellent condition; terms—Rowland Smith, below.

365gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, gear change, one owner, excellent condition; terms—Rowland Smith, Hampstead 6041. [C4018]

1953 Sapphire, dual green, twin carburetors, radio, 6,000 miles, indistinguishable from new; £1,525.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040]

1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, synchronesh, heater, as new; bargain; £1,525.—Sidney Marcus, Ltd., 33, Sloane Sq., S.W.1. Tel. Sloane 3357. [C3036]

1952 model Armstrong Lancaster 6-light saloon, heater and front seat covers, 9,000 miles, absolutely new condition; £765.—Riddington & Rimmer (Birkdale) Garages, Ltd., 206, Liverpool Rd., Southport. Tel. 6515. [C2034]

1950 Armstrong Whitley saloon, finished in black with beige upholstery, fitted with radio, heater, and door covers; exceptionally clean and in first-class condition; £650.—E.F.S. Motors, Kingston By-Pass. Esher. Tel. Emberbrook 3000. [C2004]

1949 Armstrong Siddeley Lancaster saloon, black, brown leather, pressurized heater, fog lights, managing director's car, £1,200.—C.O. Industries, 2201-6, Brixton 7354. [C6032]

£275—Armstrong Siddeley 1939 (Dec.) 15.7hp saloon, grey, blue leather, chauffeur maintained, complete record since new, small total mileage, comprehensive overhaul under 10,000 miles ago—Leighton Buzzard. The Cottage, Mentmore, Leighton Buzzard.

XXX Beautifully maintained 1947 (November) Armstrong Siddeley Hurricane coupe, black and chromium, radio and heater, particularly attractive car; written guarantee; £398; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

LIMOUSINES, selection 1951/18hp, partition, forward occasions, leather also cloth, low mileage, privately owned, meticulously maintained, black, £985. Alpine & Salmson, Providence Court, North Audley Street, Mayfair 2941. [C1006]

ARMSTRONG SIDDELEY

SCOTT CARS offer:

1952 Armstrong Whitley, radio, heater, loose covers, perfect; £695.—
Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 2100/8676. [C4016]

HAROLD SIMONS, Ltd., offer:

LATE 1948 Armstrong Siddeley Hurricane drop head four-seater, cream, black/brown seats; £455.—Below.

1950 Armstrong Siddeley Sunshine Lancaster 4-door saloon, black, brown leather, £595; both unblemished appearance, splendid mechanical condition; 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.), 5 minutes' Trolley East (Guy Fawkes Tube). Finchley 0052-53. [C4005]

GUY SALMON AUTOMOBILES offer:

1951 Armstrong Siddeley Whitley saloon, black, brown leather, a low-mileage outstandingly well-maintained example, synchronous gear box; £685.

1950 Armstrong Siddeley 18hp Lancaster saloon, black/beige leather, 26,000 miles, very well-maintained example, £595.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C4001]

PETER BANTOCK CAR SALES offer:

1946 Armstrong Siddeley Hurricane drop head coupe, fitted with new 18hp engine, radio, heater; £369.-104, High Rd., Chiswick 2725/5870. [C1014]

CARS MOTOR MART.—Armstrong 17 limousine.

1953 black, 46,000 miles, chauffeur maintained.

1953 blue, genuine 1,100 miles; £295; written guarantee.—3, Warren St., W.1. Euston 5523. [C1040]

PETER BANTOCK CAR SALES offer:

1946 Armstrong Siddeley Hurricane drop head coupe, black, 46,000 miles, chauffeur maintained.

RIPOCO, Ltd. (Armstrong Purchased), 16, Albermarle St., Mayfair, W.1. Hyde Park 2832/3/4. [C1036]

1951 Armstrong Siddeley Hurricane coupe, black, one owner, low mileage, in immaculate condition; £555.

JOHN WILSON AUTOS, Ltd., Sanderson Road, South Croydon. Sanderson 4260. [C4055]

1950 Armstrong Lancaster: £545.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1939 Armstrong Siddeley saloon, very nice condition; £245.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6577-8. [C2043]

CAMDEN MOTORS, for Limousines.—Largest selection in the country, over 60 in stock.—See full page advert, page 47 this issue.

£395.—Armstrong Siddeley coupe (Oct. 1946), grey with grey leather, very well maintained.

Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair) 44022.

495gns.—Armstrong Siddeley, October 1950, 18hp Hurricane drop head coupe, leather, heater, one owner, excellent condition; terms—Rowland Smith, below.

495gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, gear change, one owner, excellent condition; terms—Rowland Smith, below.

365gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, gear change, one owner, excellent condition; terms—Rowland Smith, below.

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365gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, gear change, one owner, excellent condition; terms—Rowland Smith, below.

365gns.—

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1
(Mayfair).—Cars Wanted
A RMSTRONG SIDDELEY retailers and repairers, for
quick delivery of the new Sapphire.
SERVICE Works and Stores: Barnetts Yard, off
Eglin Ave., W.9. Cunningham 5936. [W2010]

K IRKWOOD CARS buy pre-war Armstrong—78,
Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

S APPHIRE 1953 wanted by manufacturer, small mile-
age, 7-8. Manor Chare, Newcastle-on-Tyne. Tel.
27003/62052. [5590]

M ARSTON MOTOR Co., Ltd., for your Armstrong
Siddeley cars.—Tel. Sta. 8000. Seven Sisters Rd., Tot-
tenham, N.13. [6183/R]

P ASS & JOYCE, Ltd., England's largest distributors,
wish to purchase carefully used post-war Armstrong
Siddeley cars.—184-186, Gt. Portland St., W.1. Museum
1001. [6835/R]

7-SEATER privately owned 1938/39 Limousine re-
quired also 18hp 1951-52—cash waiting. A. &
Sons, Ltd., 2 Providence Court, North Audley Street,
Mayfair 2341. [W1000]

Armstrong Siddeley Spares and Service
ACOT ENGINEERING, Ltd.

A RMSTRONG SIDDELEY owners, complete over-
hauls service, 48 hours' exchange engine service;
prompt guaranteed work by specialists.

P RESELECTOR gear boxes; exchanges; reconditioning.
Ardent Eng. Ltd., 169, Fulham Rd., Chelsea,
S.W.3. Ken. 7301. [6048/R]

B IRMINGHAM joint distributors; spare parts from
1932.—Frank Moseley (A. H. & S.), Ltd., The
Depot, Steward St., Birmingham, 18. Edg. 0916. [0548]

H ENLYS, Ltd., Cheadle Hill Rd., Manchester, 8.
have large stocks of spares; reconditioning of cars and
preselector gear boxes undertaken.—Tel. Deansgate
6216-7. [0602/R]

P ASS & JOYCE, Ltd., England's largest distributors
for Armstrong Siddeley, extend to their valued
clients the facilities of the Official London Armstrong
Siddeley Service Shop for all after-sales service and
spare parts. Works: The Hyde, Edgware Rd., Hendon,
N.W.9 (Colindale 5431).

ASTON MARTIN

B ROKLANDS: Aston Martin Sole Distributors.

1954 D.B. 2/4 models available; show and demon-
stration.

1953 Aston Martin D.B.2 saloon, 6,000 miles.

1952 Aston Martin D.B.2 saloon, immaculate.

T HE above are guaranteed.

BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8351-6.
[C1029]

!! CHIPSTEAD MOTORS.—DB.3 racing 2-seater.
See under "Sports Cars." [C1046]

A STON MARTIN late 1937 2-litre saloon, good
example of rare model; £295.—Caffyns, Ltd., Crow-
borough 1234. [5916]

A NTHONY CROOK, new and used Astons, sole repre-
sentative, East Surrey and East Sussex—Cater-
ham Hill, Surrey. Tel. 2232 a. [C1063]

1952 Aston Martin D.B.2 saloon, low mileage, Van-
couver engine; £1,950.—Clayton's Cars (Lon-
don), Ltd., 537, Euston Rd., London, N.W.1. Tel.
Euston 5228 (3 lines). [C1050]

£398—Aston Martin "1598" 1938 series, special
£398—drop head 2-seater coupe duo-tone finish,
really exceptional appearance and condition, amazing
performance; many others.

B ENMOTORS, I., Clarendon Rd., Holland Park,
London, W.11. Park 5066-7. (50 yds Holland Park
Tube.) Exchanges h.p. [C1017]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Aston Martin.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

A STON MARTIN cars wanted for cash, full details.—

Friary Motors, Ltd., Old Windsor. Windsor 2002-3.
[0197/R]

B ARTLETT will pay more for good Aston Martins.—
27a, Penbridge Villas, W.11. Bayswater 0523.
[W1013]

Aston Martin Spares and Services
F RIARY MOTORS, Ltd.

A STON MARTIN main dealers.

S OLE suppliers of spares for all Aston Martin cars
produced up to 1940. specialised servicing facil-
ties; 2-litre reconditioned engines available.—Straight
Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R]

AUSTIN SEVEN
1938 Austin 2-door Big 7; £150.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11.
Speedwell 0011. [C4004]

£125—1935 Austin 7 Ruby de luxe saloon, beige;
£65 down.—Bray Motors, 180-184, West End
Lane, N.W.6. Hampstead 6490. [C1024]

1938 model Austin Big 7 4-door saloon, black with
blue leather; £175.—91, Garratt Lane, Wand-
sworth, S.W.18. Battersea 5770. [C4062]

£155—1938 Big Seven de luxe saloon, new steer-
ing, prop shaft, brakes, battery. Servals
silencer, exc. tyres, sun roof, 45 mpg. very clean and
rustfree.—Hampstead 7871. [6137]

£145—1939 Austin Big 7 4-door saloon, good
order throughout, any trial.—Capital Motor
Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey,
N.8. Mountview 3451. [6193]

ARMSTRONG SIDDELEY Cars Wanted

(Mayfair)

other

offices

etc.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1952 Austin A40 Someret, sliding roof, beige, very low mileage.—Halls (Finchley), Ltd., Odessa Parade, North Finchley, London, N.12. Tel. Holland 1034. [C2021]

1950 A40, one owner, excellent condition: £435; hire purchase and part exchanges welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

1952 Austin A40 Someret, beige, heater, one owner, 18,000 miles: £570; also similar car 11,000 miles: £585.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

1952 Austin A40 Someret saloon, green with brown interior, fitted heater, 17,000 miles, loose covers: £665.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1013]

575 gns.—Austin A40 sports, September 1952, convertible, Rover blue, leather, heater, exceptional condition, cost over £900; terms, exchanges.—Rowland Smith, below. [C4018]

575 gns.—Austin A40, October 1952, Someret saloon, Rover blue, leather, heated, one careful owner, 8,900 miles; terms, exchanges.—Rowland Smith, below. [C4018]

545 gns.—Austin A40, November 1951, G.S.5 Devon 4-door saloon, steel pillar column gear change, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

445 gns.—Austin A40, 1951, Devon saloon, leather, heater, one owner, very good condition; choice of eight A40s; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1952-3 Austin A40 Someret sun saloon, grey, leather, heater, as new, low mileage: £595; consider part exchange.—14, Offington Gardens, Worthing, Swansea 849. [C4027]

1953 Austin Someret, fitted heater and loose covers, an immaculate car throughout: £645.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1183. [C1016]

1950 Austin 4-door saloon, recently overhauled, excellent condition, guaranteed: £250; exchanges, terms.—Palmer's, 3, Russell Gardens Mansions, Kensington, W.14. Park 9704. [C5034]

2000 miles only.—**1953** Austin Someret saloon: £655.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube stn., W.C.2. Grosvenor 3588. [C2027]

£495!!!—1951 series Austin A40 de luxe saloon, late owner entitled to choose from 1950 and 1952 models; 3 months' guarantee; hire purchase, exchanges.—AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052]

A40 saloon, September 1949, 35,000 miles, excellent condition: £425 or £142 deposit and 18 monthly payments; exchanges.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [S685]

ARCHIE SIMONS & Co., Ltd.—1951 (Sept.) Austin A40 saloon, fitted heater, colour green, brown tide upholstery, nominal mileage, one owner only: £515.—94, Gt. Portland St., W.1. Lan. 1543. [C4015]

1952 Austin A40, as new, with body fitted for estate car, folding seats, small mileage, one private owner, H.M.V. radio; offers over £450.—Write Box 2953. [S616]

1952 Austin A40 Somerset saloon, one owner, 16,000 miles, fitted heater, chauffeur driven and beautifully kept: £565.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Stockwell 8692. [C2019]

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, apothamp, tailored covers, taxed December 1950; trade enquiries welcomed.—Motourists (London) Ltd., Gt. North Rd., E. Finchley Station, London, N.12. Tudor 2501-2. Bearwood? 15941.

AUSTIN A40 Devon '50-'52, green with brown upholstery, excellent mechanical order and immaculate appearance, new tyres fitted, a most attractive car: £525.—car, motor cycle or combination in part exchange; easy terms.—Copps, 481-487, Hagley Rd., BIRMINGHAM 17. Bearwood? 1246. [C3068]

PRIDE & CLARKE, Ltd.—1952 Austin A40 Somerset saloon, grey/grey leather, 12,000 miles, heater, £425.—1952 Austin 4-door saloon, grey/grey leather, 13,000 miles, heated, one owner: £589. 1951 G.S.5, grey/brown leather, heater, one owner: £489. 1949, black/beige leather, heater, £419; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Austin A40 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [C0857/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A40 sports, London or Home Counties.—Particulars to Box 3078. [J5988]

AUSTIN TWELVE

GATEHOUSE offer:—
1947 Austin 12 saloon, black, excellent condition: £355.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mount View 4444. [C2011]

COOMBS & SONS (GUILDFORD) Ltd., offer:—
1939 Austin 12, black, brown leather: £195. [C1057]

AUSTIN TWELVE

ELITE MOTORS offer:—

1939 Austin 12 4-door saloon, black: £275. [C2005]

1940 Austin 12 4-door saloon, black: £325. [C2005]

1946 Austin 12 4-door saloon, black: £375. [C2005]

CHOICE of 7 Austins. [C2005]

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

1946 Austin 12 saloon, immaculate, guaranteed: £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038]

AUSTIN TWELVE Cars Wanted

ROYALW SMITH'S, the Car Buyers.—Highest cash price for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HIRECAR partitioned 1950 Limousine, 7-forward, leather, carefully maintained, certified mechanically, reasonable cost.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

AUSTIN SIXTEEN

295 gns.—Austin 16, 1946, saloon, leather, radio, heater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1948 Austin 16hp saloon, black, brown hide, heater, sun roof, one owner, guaranteed mileage 30,000; specimen condition throughout; example available: £325; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

HIRECAR partitioned 1950 Limousine, 7-forward, leather, carefully maintained, certified mechanically, reasonable cost.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

AUSTIN Sixteen Cars Wanted

ROYALW SMITH'S, the Car Buyers.—Highest cash price for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HIRECAR Limousines urgently required, cash waiting.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

AUSTIN A70 & A80

ALWAYS.—**AUSTIN A70**. A selection with a written guarantee and free after-sales service at—

NAYLOR & R.A.T., Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2232. [C3022]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950-1 Austin A90 all electric convertible coupe, one owner only, genuine 18,000 miles, for a considerable length of time, fitted radio and heater, absolutely immaculate throughout; £579gs. [C4047]

HIRE purchase terms on the spot with no references, no guarantees or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

NEWNHAMS, Ltd.

1952 Austin A70 Hereford saloon, black, excellent condition: £645. [C3024]

NEWNHAMS, House, 235-9, Hammersmith Rd., London W.8. Riverside 4646.

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A70 Hereford saloon, heater: £745. [C3024]

1952 Austin A70 Hereford saloon, heater: £665. [C3024]

1952 Austin A90 Atlantic saloon, heater: £645. [C3024]

1951 £685.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

HAROLD SIMONS, Ltd., offer:—

LATE 1951 A70 Hereford saloon, unblemished throughout, half price to private owner only: £585; service after sale; exchanges preferred; trade enquiries welcome.—Harold Simons, 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Roads, 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

WANSTEAD MOTORS, Ltd., offer:—

1952 Austin A70 Hereford, beige: £595. [C3012]

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C3012]

HENDON CENTRAL GARAGE Ltd., offer:—

1951 A70 Hereford saloon, fitted heater, radio, excellent condition: £755. [C3034]

1950 £760—Hampstead saloon, bargain price £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C3034]

FUNERAL Trade. Hearse Austin A70, brand new, early delivery illustrated brochures, write—

ALFRED & SONS (COACHBUILDERS), Ltd., Head Office Hearse Enquiries, Station Approach, New Gardens, Richmond 1161. [C6014]

1952 Austin A90 saloon, black, 15,000 miles: £695. [C3052]

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5. [C3052]

1949—Austin A70, 1950-1, magnificent condition throughout, new tyres, really superb; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017]

AUSTIN A70 saloon, 20,000 miles approx., beige, radio, heater, loose covers, immaculate car: price £635. [C1017]

G&**R**. GARAGE Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025]

1953 (June) A70 Hereford, black/brown, 5,000 miles, as new: £695.—Dobsons, Ltd. (Austin Agents), Stanlins 201. [C1074]

1952 Austin A70 saloon, beige with brown leather, well maintained: £650.—Stratstone, Ltd., 49, Berkeley St., W.1. (Mayfair 4404.) [C4022]

1951 Austin A90 Atlantic coupe, one owner, fitted radio, 18,000 miles from new; bargain at £595. [C3052]

NEWTON OF HUDDERSFIELD, Automobile Distributors, Tel. Huddersfield 3511-15. [C3044]

1951 Austin A90 sports saloon, black, one owner only: £575.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" is

SECOND-TO-NONE

In PULLING POWER

1948 Austin 16 saloon, one owner, colour black: £375. PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038]

1946 Austin 16 sal., black, one owner, showroom condition: £350. TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition: £375. REYES MOTORS, Ltd., 75-75, Albany St., N.W.1. [C4096]

AUSTIN 16, November, 1948: £375; choice of 2.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edward 4464. [C1023]

£425!!!—1948 Austin 16 saloon, one careful owner, spotless condition; 3 months' guarantee; hire purchase, exchanges.—AMBS, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1948 (Oct.) Austin 16hp, black, immaculate, heater, low mileage: £375.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C5063]

1947 Austin 16, one owner since new, low mileage: £385.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1948 Austin 16 saloon, black with brown leather, excellent condition throughout: £245. MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004]

1948 (late) Austin 16 saloon, black, one owner, new engine: £445.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1947 (December 1946) Austin 16 saloon, black, good condition, taxed: £325.—Garage Services Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

1949 Austin 16 saloon, black, brown leather, care overhauled, invoices available: £440.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. [C6030]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1952 Austin A70, black/brown leather, fitted heater and radio, nominal mileage, beautifully maintained by one private owner; £625.—
1951 Austin A90 saloon, fitted radio and heater, blue with beige leather, beautifully maintained by one private owner; £615.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085.

1951 A70 Hereford saloon; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. IC2055

AUSTIN A90 Atlantic saloon, all extras, perfect order; £595.—WHEELERS (Newbury), Ltd., The Broadway, Newbury, Berks. (6047)

1951 A90 Atlantic saloon, one owner, 11,600 miles, radio, heater, unblemished; £595.—Richards & Carr, 36, Kinnerton St., London, S.W.1. Sloane 5242.

1951 Atlantic saloon, 18,000 miles, extras include heater, black, fawn leather; £595.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423.

AUSTIN A70 de luxe saloon, first registered August 1950, fitted heater, absolutely lovely condition throughout, any trial or examination; £475.—Tel. Malden 5961. (5945)

GUY ALFREDS & Co., Ltd.—1951 Austin A70 Utility wooden body, outstanding condition; 1940 Morris Utileon, 1950 condition.—6-7, Warren St., W.I. Euston 3208.

1952 Austin A70 black de luxe saloon, 10,000 miles, absolutely as new; £650.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. (5979)

1952 Austin A70 convertible, radio, heater, 12,000 miles, immaculate condition; £685.—Taylor & Crowley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5215.

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as new; one owner; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1951 model A70 saloon, one owner, 20,000 miles only, superlative condition, fitted loom covers and heater, great bargain; £495!!—A.Z. Motors, Palmerston Rd., N.W.6. M.A.L. 5725.

FERNHILL HEATH MOTORS offer 1952 Austin A70 Hereford, low mileage, green, brown leather, unmarked, taxed; £595; exchanges.—Fernhill Heath Motors, Worcester. Tel. Fernhill Heath 370. (6033)

1952 Austin A70 saloon, special colour scheme, heater, many extras, 9,500 only, R.A.C. inspection invited; £695.—Steel Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (6031)

£550—1950 Austin A90 Atlantic saloon, cream and black, radio, heater, electric windows, low mileage, mechanically perfect, delightful car to drive and look at, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 28049.

1950 A70 saloon, sun roof, black, brown leather, fitted radio, heater, one owner, immaculate condition, guaranteed; £475; exchanges; terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

Austin A70 and A90 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Umbridge Road, Ealing, W.5. Ealing 6600. (0355)

AUSTIN A90 convertible, low mileage, required.—14, Tychehurst Hill, Loughton. Loughton 1057. (5969)

PRIVATELY owned A70.—5, Brine Court, Kingston Hill, Surrey. Twiss Hill 2768. (W2037)

WHY accept less for your Austin A70 shooting brake or saloon when you can get its full market value from us?—S. E. 5. Steel Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (W2008)

R**OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FULL value paid for A70 or similar; trade or privately.—56, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

AUSTIN EIGHTEEN

GORDON Limousine, December 1937, with division, forward occasional seating 7; £295.—Ralph Davis, Ltd., Potters Bar 2371.

CAMDEN MOTORS, for Limousines.—Largest selection in the country, over 60 in stock.—See full page advert? this issue.

LIMOUSINES, 1938, partition, forward occasional, leather, black, £275. Also 1937 partitioned 7-passenger Limousine, leather, immaculate, £245.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941.

Austin Eighteen Cars Wanted
R**OWLAND SMITH'S** the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. (W1006)

AUSTIN TWENTY

LIMOUSINE, 1937 Mayfair, partition, 7-forward, leather, really magnificent condition, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. (C1006)

AUSTIN TWENTY-FOUR
AUSTIN 7-passenger limousine not ex-hire car; £450.—View 135, Cricklewood Broadway, N.W.3. Gladstone 2225. (C2022)

AUSTIN A125 & A135

A**CRES** offer:—

1951 Austin Sheerline saloon, silver grey, heater and radio, 19,000 miles only, beautifully kept and maintained by one extremely careful owner; first £775 secured.

ARES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £695.

NEWNHAM House, 235-79, Hammersmith Rd., London, W.6. Riverside 4646. (C5024)

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A125 Sheerline saloon; £855.

1950 Austin A125 Sheerline saloon; £675.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

AUTOMOBILIA, Ltd., offers:—

1949 Austin Sheerline 4-door de luxe sunshine saloon, steel grey, grey leather, radio, heater, fog lamps, low mileage, excellent condition; £595.

A**LOM** 1950 Sheerline, black, beige upholstery, one owner, 21,000 miles, indistinguishable from new; £695.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504. (C1089)

SAUL & SLATTER, Ltd., offer:—

1951 Austin Sheerline saloon, 18,000 miles, grey, excellent condition; £715.—44-46, Aldermans Hill, N.13. Palmers Green 3631-2-3. (C4002)

H**M. BENTLEY & PARTNERS**, Ltd., offer:—

1950 Sheerline, metallic grey with radio and heater; £625.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

1954 Austin Sheerline saloon, 100 miles; £1395.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. (C2023)

£550—Sheerline 49/50, excellent order, numerous extras.—Valentine 4674 after 6. (C2018)

FUNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures write.

ALPE & SAUNDERS (COACHBUILDERS), LTD., A Head Office, Hearse Enquiries, Station Approach, New Gardens, Richmond 1161. (2669)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6265, offers:—

1951 Princess, black, one owner, radio and heater; 21,000 miles, new tyres, really outstanding condition, guaranteed 3 months; £1,045.

SERVICE Works and Stores, Barnsley Yard, off Eign Ave., W.9. Cunningham 5935. (C2010)

1949 Sheerline, heater, radio, immaculate condition throughout; £575.—Speedwell 2564. (6007)

1952 Austin Sheerline, immaculate throughout, radio and heater, grey with grey hide upholstery.

A**FREEMAN**, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (6135)

1950 faultless Sheerline saloons, radios, heaters, choose from Austin House stocks, prices according mileage; from £620.

A**A. SAUNDERS**, Ltd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4001)

£825!!—1952 Austin Sheerline saloon, speedometer reads 10,000 miles, good vehicle, sold new 3 months ago, guaranteed, hire purchase exchanges.

L**AMBES**, Finchley, Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. (C5057)

1949 Austin Sheerline fitted radio, heater, and loose covers, first-class condition; £625.—Wood Lane Garage, Timperley, nr. Manchester. Ring 2626. (W226)

1951 (Sept.) Austin Princess saloon, one owner driver only, just completed major overhauls throughout, black, open Pias coachwork, beige hide interior, many individual extras, demonstrations any time; £1,015.

H**E. NUNN & CO.**, Ltd., 282, Bay New Rd., Manchester, 7. Tel. Broughton 2201. (5966)

AUSTIN Sheerline, 1949, black, radio, seat covers, 41,000, one owner, clean; £479.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1848. (6168)

AUSTIN Sheerline, 1949, black sunsheine saloon, grey leather, radio and heater, just decarbonised, faultless condition; £675.—Bolesworth's, Mill Hill Works, Hinckley. Tel. Hinckley 6. (6067)

XXX 1949 Austin Sheerline saloon, black with beige upholstery, fitted with radio and heater; £625. written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C2005)

845 gns.—Austin Sheerline, 1952 series saloon, steel grey, sliding head, grey leather, heated, radio, automatic, parking, heater, small mileage carefully used, exceptional condition, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampst. & Tube). Hampstead 6041. (C4018)

AUSTIN A125 & A135
FERNHILL HEATH MOTORS offer 1950 Austin Sheerline, black with beige upholstery, immaculate condition, radio, heater, fog lamps; £650; exchanges.—Fernhill Heath Motors, Worcester. Tel. Fernhill Heath 370. (6024)

Austin A125 and A135 Cars Wanted

C

M
T**HE CAR MART**, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3454. (0352/R)

AUSTIN Sheerline limousine wanted for immediate use low mileage, black for preference.—Goli's Garage, Earls Court Rd., S.W.3. Tel. 6373. (4908)

Austin A125 and A135 Cars Wanted

C

AUSTIN TWENTY-EIGHT
1939 Austin Ranelagh drop head coupe, very attractive vehicle, snip; £165. terms.—Elt. 2810. (6230)

GUY ALFREDS & Co., Ltd.—1952 Austin Ranelagh 7-passenger with face forward seats.—6-7, Warren St., W.1. Warren 3268. (C100)

AUSTIN MISCELLANEOUS

J

DAVY, Ltd., offer:—

1951 A40 Countryman, one owner, heater, unmarked coachwork and interior; £545. (October) A70 Countryman, heater, one owner, 10,000 miles; £575.

SHERRIFF with heater, radio, covers, indistinguishable from new in every respect, at a saving of over £1,000.

1953 A70 Hereford, 5,000 miles, also similar car 15,000 miles; selection of new A40 and A70 Countrymen; A40 pickup and 1000 vans. All complete, exchanges welcomed.—80, Kensington High St., Western 9641; 215, Brompton Rd., S.W.3. Ken. 1108. (C1065)

Austin Miscellaneous Cars Wanted

R

R**OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0598/R)

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. (1078/R)

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributor, urgently require late type Austin.—Weybridge 2355. (1054/R)

Austin Spares and Service

A

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock. Open Saturday until 6 p.m.; night service available. 1000 spares in stock. Main Parts Stockists, 29 High St., S.W.1. Wim. 0123. (0414/R)

NORMAND Ltd.
The best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. (0223)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., W.9 (Ealing 6600); and 382, Streatham Hill Rd., S.W.16 (Streatham 0054).

C. G. NORMAN & CO.

AUTHORISED Austin main spare parts stockists—spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R)

AUSTIN genuine spares and specialist service in the West End—S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)

F**O****Austin** spares and replacement units—Sands, Burnham, Bucks 84. (10305/R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood 4220-2230—44-47 Newington Causeway. S.E.1. Tel. Hop 2220-2230. (10729/R)

AUSTIN 7 spares—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balsall Hill, S.W.12. (0488/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. (1039/R)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, units, starters, electrical units from stock, repairs to Austin to Austin exclusively—57, Acme Lane, S.W.2. Brixton 1155. (10184/R)

BENTLEY (3½, 4½-litre and New 4½- litre)

C

M
CAR MART, Ltd.

1952 Bentley 4½-litre standard steel saloon; (C2050)

1950 Bentley 4½-litre Freestone & Webb saloon; (E2 250).

CAR MART, Ltd., Gloucester House, 150, Park Lane, C.W.1. (Corner of Piccadilly) Grosvenor 3454. (C1039)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)**J**
B
JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1947 (Nov.) standard steel saloon, painted black and grey and upholstered in grey leather, speedometer reading 35,000; price £1,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May, 7444. [C1082]

R IPPON.**R IPPON.****R IPPON BROS., Ltd.**

THE Northern Bentley specialists offer the following cars in first-class condition:

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 5,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 51,000; price £2,500.

1951 (July) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

1950 (June) Mark VI Standard Steel saloon, 30,000 miles; price £2,550.

FOR further details apply to:

R IPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [C1096/R]

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:

1953 4½-litre sports saloon, large boot, Midnight blue with beige hide; 10,000 miles; £3,850.

1951 James Young 4-door sports saloon, black and grey with pale blue hide; 34,000 miles; £3,850.

1951 Mk. VI standard steel saloon, green with green hide; 51,000 miles; £2,650.

1950 Mk. VI standard steel saloon, grey with pale blue hide; 35,000 miles; £2,400.

1949 Mk. VI standard steel saloon, two-tone grey with light blue hide; 29,000 miles; £2,200.

1948 Mk. VI standard steel saloon, maroon with beige hide; 60,000 miles; £1,950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17. Berkeley St., London, W.1. Tel. Mayfair 9060. [C1052]

P B. Ltd. offer:

1936 (August delivery) 5½-litre Bentley, Freestone & Webb, mated edge sports saloon, black, due leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel Ken 9477/7478. [C1053]

JACK OLDING, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock.

1953 (Sept.) 4½-litre large bore standard steel saloon with large boot, one owner, under 10,000 miles; £3,950.

1953 (July) 4½-litre large bore standard steel saloon, grey/red leather, 6,000 miles; £3,950.

1952 (April) 4½-litre large bore standard steel saloon, green/brown hide; 12,000 miles; £3,150.

1952 (June) 4½-litre large bore standard steel saloon, velvet green, grey hide, 19,400 miles; £2,950.

1951 (June) 4½-litre standard steel saloon, black/brown leather, 29,000 miles, one owner; £2,750.

1951 (January, guarantee date) 4½-litre standard steel saloon, black/brown hide, one owner, 15,000 miles; £2,500.

1950 Nov. 4½-litre standard steel saloon, maroon top and beige hide; 39,000 miles; £2,250.

1950 (Jan.) 4½-litre H.J. Mulliner saloon, black/brown leather, one owner; £2,975.

1949 (March) 4½-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather; 38,000 miles; £2,500.

A DALY House, North Audley St., W.1. Mayfair 5242. [C1030]

18939 miles only!

1948 Mark VI S.S. Bentley, grey with grey leather, almost indistinguishable from new; £2,195; exchange welcomed.—R. C. Mortlake, 253, Kensal Rd., W.10. Arnold 4604. [C1017]

M ANN EGERTON & Co., Ltd.

Bentley big bore, big boot, R type, 3,000 miles; £3,875.

1952 Bentley big bore, Mk. VI steel saloon, 13,000 miles; £3,250.

1952 Bentley big bore, Mk. VI steel saloon, 30,000 miles; £3,000.

1950 Bentley Mk. VI steel saloon, 34,000 miles; £2,550.

M ANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley Retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. [C2006]

MCKINNON MOTORS offer:

1948 (April) Bentley 2-door sports saloon, body by James Young, black, beige leather, sliding roof, radio, heater, twin fog lamp, spotlamp, concealed cocktail cabinet, 49,000 miles only, superb condition; £2,250; current new list price well over £6,000; part exchanged and gradual confidential payment scheme available.

MCKINNON MOTORS, Ltd., Longham House, 3, Stafford Rd., Wallington, Surrey; established 1906. Tel. Wallington 3404. [C3020]

BENTLEY (3½, 4½-litre and New 4½-litre)

TAYLOR & CRAWLEY offer:-

1948 Bentley PSC saloon, immaculate throughout, 40,000 miles; £1,795.

1948 Bentley PSC saloon, very well maintained; £1,695.

1948 Bentley 4½-litre overdrive with standard Park Ward 4-door saloon, exceptionally well-kept car; £1,195.

1939 Bentley 4½-litre saloon, black, Park Ward 4-door, 4-door saloon, exceptionally well-kept car; £1,195.

HYDE Park Corner, Grosvenor Crescent, Mews, S.W.1. Tel. 5215. [C4096]

O VERSAS CARS, Ltd. offer:

1938 Bentley 3½-litre saloon, black, Park Ward 4-door, 4-door saloon, £975.

1935 Bentley 3½-litre saloon, black, Park Ward 4-door, 4-door saloon, £875.

1935 Bentley 3½-litre saloon, black, Park Ward 4-door, 4-door saloon, £875.

M ASCOT MOTORS, Ltd. offer:

1938 4½-litre Park Ward sports saloon, £975.

1935 Bentley 3½-litre Park Ward saloon, £1,250.

1935 Bentley 3

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

BARTLETT will pay more for good Bentleys.—27a. Pembroke Villas, W.11. Baywater 0525.

WANTED 3½-litre drop head Bentley, urgently. 1935 or 1936.—Simmons, 12, Rex Place, W.1. Grosvenor 2855.

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2437.

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235.

BENTLEY cars wanted, 1935 to 1952.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 4334.

WE will buy or part exchange your Bentley for a new one.—Loxham Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245.

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362.

1939 overdrive drop head coupe by private buyer, excellent condition and history essential.—Pulverfert, 27, Friargate, Derby. [6089]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362.

1951 or 1952 Bentley drop head required by private buyer; write, stating body colour, mileage, price.—115, Walsall Rd., Aldridge, Staffs. [5961]

PRIVATE buyer offers £2,500 immediate cash or £1,000 deposit for Mk. VI 1932 Bentley, one owner, low mileage, genuine history, excellent condition, prefer grey. Box 3050.

XXX H. F. Edwards offer immediate cash for 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

JACKOLDING & Co. Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 3242. Audley House, North Audley St., W.1. [W3030/R]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1, Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.—LARGEST official repairers Bentley cars.

SERVICING or overhaul work, coachwork renovations & accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [S1093/R]

ALL spares and replacements for pre-war Rolls-Royces, full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [S1090/R]

B.M.W.

£198—B.M.W. type 40 1937 d/h foursome, superb performance, very distinctive; another 1940 type £309; many others.

BENIMOTORS, Ltd., 1, Clarendon Rd., Holland Park, London W.11. Sales 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017]

BURTONS, Ltd.—B.M.W. type 326, cabriolet, black, excellent condition, tyres as new; £395.—13/4-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342.

[C1026]

Bond Minicar Wanted

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Bond—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [S1043/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service, complete car or chassis, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [S1062/R]

BORGWARD

UNREGISTERED, demonstration, l.h.d. 4-door diesel 1800 saloon, under 2,000 miles, 50mpg, original price £552; now £350.—1273, Coventry & JEFFS, Ltd., No. 2 Depot, Lansdowne Garage, Clifton Rd., Bristol, 8. Tel. Bristol 52241. [S1569]

BRISTOL

ANTHONY CROOK.—Largest selection of new and used Brisols in the country.

ANTHONY CROOK.—New current model 405 and 404 A on view.

ANTHONY CROOK.—Used 400, 401 and 403 cars, all thoroughly checked over in our specially equipped works; any make of car taken in exchange; send for list.

ANTHONY CROOK, the leading distributor since the Bristol was produced; all models in stock.

ANTHONY CROOK.—Head office, sales service and A spares. Caterham Hill, Surrey. Tel. 2232-5.

ANTHONY CROOK—New and used Bristol, showrooms: High St., Esher, Surrey. Tel. 4580. [C1065]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [S10618/R]

BRISTOL

L. F. WARD, Ltd.

1953 Bristol 405, 3,000 miles, Cambridge grey, car as new, 1953.

1950 501, Bristol engine completely overhauled by us, two owners, fitted radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., London office: Mayfair 0146. [C1043]

KEVILL, DAVIES & MARCH, Ltd..

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Grosvenor 2563. [C2054/R]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 0166.

1950 Bristol 405 sal., blue, beige leather, one

from makers, guaranteed; £1,195.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1948 Bristol 400; £750—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1105]

CHARLES CRUCKSHANK MOTORS, The Centre, Bristol, 1, Tel. 25280, the West of England Bristol distributors, have several used Brisols for disposal.

1948 Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black; £795.—A.F.N., Ltd., London Rd., Isleworth Middlesex, Hounslow 0011. [C2015]

BURTONS, Ltd.—Bristol 1948 400 saloon, grey, immaculate, wireless, heater, first-class order, new tyres, Solex modification.—15-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026]

B. J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

£6/700 offered for Bristol 401.—Tel. after 6 p.m. (Swansea) Bishopston 101. [S1071]

BARTLETT will pay more for good Brisols.—Bayswater 0525.

1950 2, Pembroke Villas, W.11. Baywater 0525.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol—Hampstead (Tube). N.W.3. Ham. 6041. [W1015]

A. F. LTD., will purchase for cash Bristol Type 400 and Type 401 cars—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [S1047/R]

B. & K. THOMAS, Ltd., 17/19, Loughborough Road, West Bridgford, Nottingham. Tel. 84795, official Bristol retailers, require good used 401 Bristol 400. [S1520S]

XXX H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Lancastrian 0012. [W2005]

B.S.A. A. S. A. Gars Wanted

B. & K. THOMAS, Ltd., 17/19, Loughborough Road, West Bridgford, Nottingham. Tel. 84795, official Bristol retailers, require good used 401 Bristol 400. [S1520S]

1948 B.A. Scout 1940 Series 6 10hp sports 4-seater, black maroon leather, reconditioned engine, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

B.S.A. A. S. A. Gars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

BASIL ROY, Ltd.—B.S.A. (Scout model) spares: comprehensive stock, wholesale and retail.—161, St. Port St., W.1. Langham 7735. [S1014/R]

B. & K. THOMAS, Ltd., 17/19, Loughborough Road, West Bridgford, Nottingham. Tel. 84795, official Bristol retailers, require good used 401 Bristol 400. [S1520S]

B. & K. THOMAS, Ltd., 17/19, Loughborough Road, West Bridgford, Nottingham. Tel. 84795, official Bristol retailers, require good used 401 Bristol 400. [S1520S]

1951 H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Lancastrian 0012. [W2005]

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B. & K. THOMAS, Ltd., 17/19, Loughborough Road, West Bridgford, Nottingham. Tel. 84795, official Bristol retailers, require good used 401 Bristol 400. [S1520S]

1951 H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Lancastrian 0012. [W2005]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

SIMPSON'S offer:

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles. £250.

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 25,000 miles. £455.

SIMPSON MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, N.W.9. Tel. [C4015]

£250—1938 Chrysler Wimborne with overdrive, fitted 20hp engine, in really outstanding condition throughout; £90 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490.

£455!!! 1946 (reg.) Chrysler Plymouth 20, special 4-door sedan, drop head coupe with electric hood, airconditioning, wheel spats, blinkers, etc., beautiful spotless condition, also choice fixed head coupe; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2025]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belize Rd., Swiss Cottage, N.W.3. Tel. 5555/2155. [0643/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-passenger, 1938/39, required (privately owned). details please, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair, 2941. [W1006]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belize Rd., N.W.3. Tel. 5555/2155. [0495/R]

CHRYSLER Specialists repair, spares, exchange engine service.—I. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R]

CITROEN

BM BEVERLEY MOTORS for Light 15s. We offer proudly: 1952 sun saloon, genuine mileage, smooth and 1952 silky mechanically, spotless black, red interior, demister, heater, map and reversing lights; only offered as factory reconditioned, reconditioned new Zephyr, it can become yours for £635, which is nearly £350 under list; terms; exchanges.—Below.

1948 metallic slate grey sun saloon, with red interior, good history and pretty Citroen wheels, two owners, good history and resale only for emigrant emigrating Canada on January 19, recent engine overhaul, reconditioned, particularly exhilarating on the road, even by Citroen standards; we cannot find a flaw mechanically, and its looks are as good, radio, heater; £415; terms; exchanges.—Beverley Motors, Beverley Rd., Highgate Park, London, E.4. Larkswood 7208 or 2051. [C1096]

SCOTT CARS offer:—

1946 Citroen Light 15, recommended; £35.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

C G NORMAN & CO.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Full guarantees and models at competitive prices always in stock. So. Vauxhall Bridge Road, S.W.1. Vic. 2211. [0758/R]

METCALFE & MUNDY, Ltd.

1952 Citroen 6-cylinder, 19,000 miles, sunshine roof, literally as new; £745.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

B J. HUNTER, Ltd. offer:—

1948 Citroen 15 saloon, just overhauled, £450.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

C.M.I. CAR SALES (Prl.) 6623 offer:—

1950 Citroen Light 15, black, immaculate condition, as new; £745.

T THREE months' guarantee; terms; list on application. Sase Cottage, Finchley Rd., N.W.3. [C1051]

WORTHING MOTOR CO. Ltd. for Citroen sales, spares service.—Tel. Worthing 71. [4734]

BONALLACK & SONS offer for sale:—

1951 Citroen Light 15, newly cellulosed black, 30,000 miles, excellent condition throughout; £550.

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Gra. 5464. [6200]

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers.

NEW models from stock.

SEVERAL post-war Light 15 saloons; unique 6-cyl. 1948 model, 1949 1.h.p. saloon, unusually good mechanically, many extras, including radio; £425; exchanges, deferred.

173, Westbourne Grove, W.11. Bay. 4274. [C4035]

LAUTTON GOODWIN & Co., Ltd., offer:—

1951 Citroen 6-cyl saloon, grey with red leather, 25,000 miles by one owner, carefully used and maintained, excellent condition throughout; £625.

CITROEN distributors, Kidderminster. Tels. 2255-6-7. [5944]

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £665.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

CITROEN

£160—Citroen 1.w.d. 12.8 saloon 1935, engineer owner, leather interior.—SII. 2045 [6106]

1952 (Oct.) 15hp Citroen saloon, black/red leather, 11,700 miles; £685.—J. Fricker, Ltd. [C2016]

1950 6-cylinder 20hp Citroen de luxe saloon, colour black, red leather, special heater, spot lamp; £595.—Below:—

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd., Woking, 1928. [C4057]

1953 Citroen Light 15 (June), grey, twin tone horns, loose covers, 6,000 miles; £775.—Fremantle 5401.

1952 15hp Citroen saloon, black/red leather, 11,700 miles; one owner; £665.—J. Fricker, Ltd. [C2016]

1948 November grey and red upholstery, sliding roof, Light Fifteen, one owner; £400.—H. Percival, Hornings, Norfolk. [0666]

£379—1947 Citroen 15 4-door de luxe, reconditioned engine, immaculate throughout.—G. P. (Batham), Ltd., 2c, Batham Hill, S.W.12 (100 yards Clapham South Tube). Bath 1107-8-9. [C2024]

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models. Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R]

R OSIE & YOUNG, Ltd., offer 1948 Citroen Light 15 saloon, exceptional condition, black; £595.—Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057]

595—Citroen Light 15, late 1951, sports saloon, sliding head, leather, one owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout; £755; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout; £755; 1949 Citroen Light 15, black, with red leather upholstery, for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061]

Citroen Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A CE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of surplus Citroen cars in the British Isles; trade inquiries welcome. NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

R EQUIRED good used Citroen.—G. Edwards, Amery Lane, Harpenden, Herts. Harpenden 116. [W2000]

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest price for cash or exchange; 173, Westbourne Grove, W.11. Bay. 4274. [W4035]

Citroen Spares and Service

SOUTH of the Thames.

B ALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

W IDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts reconditioned; drive; trains 48-hr. service. [19096]

S Hrimpton's MOTORS, Ltd., London Distributors, Head office and showrooms, 242-244, Brompton Rd., S.W.3. Kensington 9464.

S PARES and service.—57, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [T0727/R]

W OODFORD CAR MART, Essex, distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [T0200/R]

C ITROEN.—We are distributors for N.W. Kent and Essex, specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R]

B OWERS ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (B224); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R]

DAIMLER

DICKS Daimler 17hp saloon, careful user; £195. [C1072]

1937 Daimler 17hp saloon, careful user; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Elstree, Herts. Vale 6889-9. [C1072]

A CRES offer:—

1948 Daimler 2½-litre, black with red leather upholstery, heater fitted, in immaculate condition; £595.

1939 Daimler 2½-litre saloon, black with brown leather upholstery, in immaculate condition; £595.

A CRES AUTOS, Ltd., 10 & 11, Asot Parade, Chelmsford Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

C AR MART, Ltd.

1950 Daimler 2½-litre saloon, heater; £695.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1950 Daimler 2½-litre saloon, grey/blue up-to-date, 27,000 miles, extremely well maintained; £725.—Portsmouth Rd., Thames Ditton, Surrey. [C4001]

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Empress saloon by Hooper (1952), black with grey leather, excellent; £1,500.

DAIMLER 2½-litre special sports coupe (1951), grey with grey leather, most attractive; £1,500.

DAIMLER 2½-litre Conquest saloon (1953), 5,000 miles only; £1,295.

DAIMLER 2½-litre Consort saloon (1952), black with brown leather, 11,000 miles; £1,155.

DAIMLER 2½-litre Consort (1.5L model), black with brown leather, radio, very well maintained; £925.

DAIMLER 2½-litre foursome coupe (1950), black with brown leather, in good condition; £975.

DAIMLER 2½-litre sports saloon (1952), black with brown leather, may extra; including radio and heater, luxuriously appointed; £1,575.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Fernside 7464). [C4002]

1947 2½-litre Daimler saloon, in black, 58,000 miles, a very clean and mechanically good car; price £1,575.

NEWTON of Huddersfield, automobile distributors, Huddersfield. Tel. Eddersfield 5311 (5 lines).

DAIMLER Consort saloon, 1951, one owner, finished in grey with maroon leather, good condition; £925; terms or exchanges arranged.

G ROSVENOR GARAGE, London Rd., Newcastle-under-Lyme. Tel. 66207. [5921]

1947 Daimler 2½-litre saloon, black/brown, 42,000 miles, spotless; £595.—Welham, Surbiton Hill Rd., Surbiton 1875. [C4070]

CHARLES FOLLET, Ltd., 18, Berkeley St., W.1 (Mayfair 6266), official Daimler retailers and repairers offer:—

1953 (Oct.) Daimler Conquest sal., grey, red leather, radio and heater, 5,000 miles only as new; £1,385.

1950 Daimler Consort, grey, blue leather, radio and heater, superb condition, chauffeur-driven, loose covers fitted; £785.

SERVICE Works & Stores—Barnadale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

DAIMLER Consort saloon, genuine mileage 4,800, wireless, heater; £1,365.—Fuglie, Bushey Heath, Herts, 1685. [C2017]

£495—1946 October Daimler 2½-litre saloon, grey radio, 32,000 miles—Haverstock Garage Haverstock Hill, N.W.3. Gulfiver 2662. [C2072]

365—Daimler, 1939, 2½-litre saloon, black, sliding head, red leather, pre-selector 1.5.L., carefully used, £1,100.

1955—Daimler, 1937, 16.2hp foursome, drop head coupe, leather, pre-selector, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£285—1938 Daimler 2-litre 6-light saloon, black, brown hide, exceptionally clean; £100 down. Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6490. [C1024]

£595!!! 1947 Daimler 2½-litre de luxe, saloon, speedometer reads 16,000, and vehicle looks and runs like it; 3 months' guarantee; hire purchase, exchanges. [C1024]

L AMBS, Finchley Showrooms, 421-423, High Rd., Finchley Underground. [C2052]

HUMPHREYS CARS, Ltd.—1949 Daimler 2½-litre saloon, one owner, good mechanical condition, needs repainting; special price £500.—24, Wigmore Place, W.1. Langham 1840. [C2222]

1948 Daimler 2½-litre saloon black with red leather, loose cover, heaters, exceptionally well kept and maintained; £535.—Clark & Simpson, Ltd., 49, Sloane Sq., S.W.1. Sloane 4727. [C1048]

1953 (Sept.) Daimler Conquest, grey with blue leather, 1500 miles only, indistinguishable from new; £1,525.—Stubbs Garages, Ltd., Loughborough. Tel. 2225-6. [C6024]

DAIMLER Empress 2½-litre saloon with overdrive, first registered October 1950, with coachwork by Hooper, colour polychromatic blue with blue hide upholstery, fitted sliding head, radio, heater and windscreen wipers, speedometer reading 31,000, in excellent condition throughout; £2,250.

APPLEYARD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). [5930]

DAIMLER Empress 2½-litre saloon with overdrive, first registered May 1951, with coachwork by Hooper, colour polychromatic blue with blue hide upholstery, fitted sliding head, radio, heater and windscreen wipers, speedometer reading 31,240 miles, immaculate condition throughout; £2,995.

APPLEYARD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). [5929]

L MOUSINE, 1939 EL24 partition, forward operating signals, black, small mileage, privately owned, competitive price.

L MOUSINE (outswung tail) 1937/32hp, seating six, behind partition, leather upholstery, exceptional carriage, black, selection; £395.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1004]

Daimler Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details, please, to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER and Lanchester specialists.—Debham Motors, 17, Atherton Mews, S.W.7. Western 4541. [C1042]

AFCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.6. Kensington 7301.

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [C1068]

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Tanbridge & Co. Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. [C1073/R]

DAIMLER and Lanchester repairs, spares, gear boxes a specialty, reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [C1068/R]

DELAGE

BROOKLANDS.—Individuality, new and used cars. 1951 series Delage D.6 saloon, 9,000 miles.

103. New Bond St., London, W.1. Mayfair 8351-6. [C1026]

!! Chipped Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1939 Delage sports saloon, superb guaranteed, £2400. 2400 c.c. dynamo.—Oldfield, 360, Kensington High Street, W.14. Wes. 6651. [C3029]

Delage Spares and Services

SELBORNE'S, World Concessionaires, engines and body repairs; parts supplied.—32, Park St., W.1. [C1059/R]

DELAHAYE

!! Chipped Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 Delahaye 135M, tourer, ex. show model; £1,095.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

GUY ALFREDS & Co., Ltd.—1951 (October) Delahaye 135S. 1952 features fitted—magnumetronic—sedan drop head four-seater, 14,000 miles only, passed at concessionaries; originally cost over £4,000, offered at £1,585.—67, Warren St., W.1. Euston 3268. [C1005]

Delahaye Spares and Services

SELBORNE'S, World Concessionaires, engines and body repairs; parts supplied.—32, Park St., W.1. [C1060/R]

DELOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—35-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [C1010/R]

D.K.W.

D.K.W. cars!!

D.K.W. cars for sale!!

SIX beautiful specimen saloons and cabriolets, fully guaranteed.

D.K.W. cars!! bought for cash, taken on sale or return, no deposit, part exchange for new Ford, etc.

B. & M. GARAGES, Ltd.—New creamline saloon—tested for 12 months, at £26/10; sleeve blocks, £11; new super German pistons at £2/8/6 each; clients' own spares fitted as desired by skilled and trained D.K.W. men.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6677. [C1016/R]

D.K.W. Spares and Services

NEW big-ends and mains fitted to D.K.W. crank-shafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Brixton. 0871.

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Car's Motors, Hardman St., Liverpool. Royal 5141 (3 lines). [C1008]

DODGE

DODGE super de luxe saloon, registration date 15.1.52, mileage recorded 12,000, one private owner since imported, in immaculate condition; price £750.—**NEWTON** of Huddersfield, automobile distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [C1065]

Dodge Spares and Services

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [C1062/R]

FIAT

1938 Fiat 500 coupe, recent engine overhaul; £195. [C1063]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middle Vale 6888-9. [C1072]

S. & S. MOTORS.—1938 Fiat 500cc hard top, above average condition, £175.—**1938** Fiat 2000cc cabriolet, reconditioned engine, repainted; £200.—**1938** Fiat 500cc cabriolet, excellent mechanically, special wheels; £155.

S. & S. MOTORS.—1938 Fiat 500cc cabriolet, recceilled red, fully reconditioned engine, new hood, beautiful car, 5 months' guarantee; £195.—All above seen and demonstrated at 165a, Westbourne Grove, W.11. Euston 1544. [C1076]

1954 Fiat 1100, latest type.—Anthony Crook, Caterham 2232, Surrey. [C1063]

£145—Fiat 500 convertible coupe, 1937, black/cream wheels, good order throughout.—Prospect 1292. [C1051]

1940 Fiat 500 4-seater convertible, recceilled, new hood, battery, tyres; £225.—1, King Henry's Rd., Exeter. [C1050]

1939 Fiat 500 cabriolet, duo-brown, smart; £225.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C1045]

1938 Fiat 500 cabriolet, mechanically perfect, superb condition throughout; £175.—Smith's Car Sales, 3, High Rd., Balham 7626. [C1070]

FIAT

MAYFAIR GARAGES, Ltd.—Over 18 used Fiats in stock, all plainly price ticketed in our showrooms.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated price literature and road test report on request.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953) 500cc, 4-seater, complete with modern upholstery, reconditioned engine 200 miles and smart and economical car with outstanding road performance, 3 months' guarantee; £155.—Below.

MAYFAIR GARAGES, Ltd.—June, 1959, 500 2nd series full 4-seater convertible saloon, black, red leather, 100 miles, £195.—Below.

MAYFAIR GARAGES, Ltd.—1959 500 2nd series 4-seater convertible coupe, bronze, Tygan loose covers, bumpers, economical car with excellent road performance, 3 months' guarantee; £225.—Below.

MAYFAIR GARAGES, Ltd.—September, 1958, 500 convertible coupe, maroon, red leather, excellent condition throughout, 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd.—Any car from our stock can be fitted with Arnott supercharger, £50 extra.

MAYFAIR GARAGES, Ltd., Fiat Sales, Service, Repairs, Renovations, Balderton St. (opp. Bridgeman's main entrance), W.1. Mayfair 3104-5. Open 9-6. Sat. 9-1. [C3009]

1940 2nd series, convertible 500, reconditioned engine, heater, buster; £250.—Clairmont Bros., Franklin Rd., London, N.8. Mountview 5285. [C1056]

1937 Fiat 500 convertible coupe, really excellent condition, R.A.C. A.A. examination; £165.—Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [C1068]

C. V. RUSHMER, Fiat specialist, offers 1954 500 miles, as new 80mph, 35mpg guaranteed; 1952 500 C Belvedere station wagon, showroom condition, heater, guaranteed; April '49 1100 saloon, one owner, superb example, £215, guaranteed; 1959 500 coupe £200, guaranteed; 39, Holland Park, W.1. Park 5731. [C3061]

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat 8.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

FORD (8 h.p.)

295 eng.—Ford 8 Anglia, late 1949, saloon, black, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith below.

69 eng.—Ford 8, 1936, saloon, good tyres; terms; exchanges; list; open 3-7 week-days and Saturdays.

—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C1014]

£298—Ford 8 very special drop head foursome utility, reg. 1952, innumerable extras, very distinctive little car, many others.

BENSON, W.11, Park 5067-1, 150yds Holland Park Tube Exchanges, h.p. [C1017]

ATHUR E. GOULD, Ltd., 290-292 Regent St., W.1 and 5-14, Meard St., Soho, W.1. Langham 1394-8. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [C1078/R]

1946 (November) Anglia, black, new tyres, reconditioned engine, 1952, excellent condition, £225; hire purchase, £25 down, £10 2/8 monthly; exchanges.—A. S. Norrington 35-51, Hanger Lane, W.S. Perivale 0530. [C1018]

1939 Ford 8hp saloon, overhauled engine, very good order throughout; £195. £65 deposit, balance over 18 months; exchanges, insurance; 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (1955 bus from Stockwell Tube Station passes the door).

1946 (December) Anglia, black, new leather, low mileage, £150. 1950 black/grey or black/green leather, choice 5 from £250. 1949 black/brown or black/green leather, choice 3 from £280. 1947, choice of several from £250. 1946 black/brown or black/red leather, choice 2 from £210. 3 months' guarantee; terms, exchanges; lists.—Stockwell 6251. [C1068]

Ford Eight Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

FORD (16 h.p.)

WHAROLD PERRY, Ltd., of 279, Ballards Lane, N.W.3 Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Prefect saloon, colour black, with leather spot lamp shades, link seats, radio, twin spot lamps, heater, 11,000 miles, one owner, with guarantee; £475.

1953 Ford Prefect saloon, colour fawn, with leather spot lamp shades, link seats, radio, twin spot and sunshade roof, one owner, mileage 13,000. [C1024]

WHAROLD PERRY, Ltd., 279, Ballards Lane, N.W.3 Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1953 Ford Prefect saloon; £495.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039]

PERRY'S OF HARROW

Have an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4242 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C1010/R]

DAGENHAM MOTORS, Ltd.

1953 Ford Prefect, fawn/rgd, extras, 2,800; £525.

1953 Ford Prefect, black/brown, 6,800; £515.

1953 Ford Prefect, fawn/hide, many extras, 11,000; £595.

56, Park Lane, W.1. Hyde Park 4866-376, Ealing Rd., Alperton, Middx. Perivale 5588; and 6, 8 and 12, Sangley Rd., Caiford, S.E.6. Hither Green 4821. [C1066]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Ford Prefect 4-door saloon, black, showroom condition throughout, taxed; £310.—D. J. Shepherd & Co. (Enfield), Ltd., 136, Hertford Rd. Ended. Howard 1631. [N4009]

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.

1950 Ford Prefect, black, leather, one owner; £365.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

£375!!—1950 Ford Prefect 4-door saloon, spotless condition, choice 5. Below.

£265!!—1946 Ford 10 saloon, excellent mechanical ally and recently overhauled; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., N.W.3. Finchley 6221. (East Finchley Underground.) [C2052]

£225—1941 Ford Prefect 10hp sports tourer; £75 down, below.

£85—1935 Ford 10 sports tourer, excellent runner, bargain.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£149—Ford 10 1937 model C 2-door sun roof saloon, splendid condition.—Macaulay 1260. [C1061]

1951 saloon, black, leather, recom. engine, one owner, 28,000 miles; £415.—Robbins, East Putney, Tel. 4581. [C5010]

£315—1947 Ford Prefect saloon, black and red covers.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2002. [C2078]

1946 Ford Prefect 4-door saloon, black and red leather; £275.—Gee Cars, Ltd., 60, Queens-town Rd., S.W.8. Mac. 3363. [C1061]

1946 Prefect saloon, black, an immaculate specimen; £295 only.—Jack Posner (Autos) 395, Hendon Way, N.W.4. Hendon 1425-4. [C5063]

E

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1951 Prefect saloon, leather upholstery, immaculate condition, ex-demonstration car; £395.—Lawton-Goodman, 36, North Audley St., W.1. [C2022]

ARTHUR S. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Lengthen 1500. 1946-50 Ford Prefect saloons, low mileage, all guaranteed. [C079/R]

WALTER SCOTT, Ltd., 4850 Ford Prefect, black, low mileage, exceptional; £375. 39 College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. [C4006]

1953 Ford Prefect, one owner, 14,000 miles, spare 1953 unused, green with leather; £495. L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 836. [C1077]

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only, at new; £445.—94, Gt. Land St., W.1. Lan. 1343. [C4013]

365—Ford Prefect, November, 1949, saloon, leather, one owner, excellent condition; choice of 4 Prefects; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Ten Cars Wanted
MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [F0179/R]

WHY accept less for your Ford Prefect saloon, 1946 to 1948, when you can get its full market value from **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

1946-7 Ford Prefect saloon wanted.—Gordon Wooderson, 40a, Drewsteed Rd., S.W.16. Streatham 8638. [W4059]

FORD CONSUL

W
W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
1953 Ford Consul saloon, colour fawn with leather upholstery and spot lamp, 4,000 miles, one owner; £635.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

ALWAYS
FORD Consul. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3023]

PHILIP RICKARDS, Ltd., offer:—
1953 Ford Consul, 9,000 miles, grey heater; part exchanges; deferred terms 4.—Bridg. St., Park Lane, London, W.1. Grosvenor 4772-3. [C051]

AUTO SALES (LONDON), Ltd., offer:—
1953 Ford Consul, 4,000 miles only, leather, one owner; £640.—Auto Sales (London), Ltd., Belgrave Rd., N.W.6. Maida Vale 5555. [C4222]

COOMBS & SON (GUILDFORD), Ltd., offer:—
1953 Ford Consul, beige, red leather, heater, 3,000 miles; £650. **COOMBS & SONS** (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62507-8-9. [C1057]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul convertible, blue, 1,800; £925.
1953 Ford Consul saloon, black, radio and heater, 5,800; £650.

56 Park Lane, W.1. Hyde Park, 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 11, Sangleys Rd., Catford, S.E.6. Hither Green 4861.

1953 Zephyr, 5,000 miles, leather, heater, green, as new; £665.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tu-se Hill 1288. [C2037]

1953 (March) Zephyr, 8,000 miles, Dorchester grey, red leather, radio, heater, beautiful condition; £675.—Morris, Eltham 7512. [S952]

1953 Ford Zephyr, radio and heater, immaculate car; £695.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Tel. 1185. [C1016]

1953 (July) Ford Zephyr 8, grey/red leather, fitted covers, radio, heater, spot lamp and many extras; mileage only 6,000, taxed, insured; reasonable offer accepted.—Tel. Worthing 231 or write, Box 3118. [S112]

1952 (Sept.) Zephyr saloon, fitted radio, heater, one owner, loose covers, immaculate condition, guaranteed; £595; exchanges, terms.—Palmer's Russell Gardens, Mews, Kensington, W.14. Park 9708. [C3034]

£645—1953 model Zephyr, black, red leather interior, heated, wing mirrors, loose covers, front arm rest, 10,000 miles, only a most recent example.—Elm Autos, 68, Hartfield Rd., Wimbledon 4825. [C2067]

625—Ford Zephyr, November, 1952, saloon, leather, heater, one owner, small mileage, spare unused, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4028]

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, green/brown leather, 8,000 miles, one owner, extras; £669; 1953 models in black/red (16,000 miles), or blue/grey (8,000 miles), leather, heater, one owner, choice two from £629; 3 months' guarantee; terms; exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

525—Ford Consul, 1951, saloon, leather, radio, heater, one owner, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Rowland Smith's Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
1949 Ford Pilot saloon, colour black with brown radio twin spot lamps, one owner, nice car; £400. **W. HAROLD PERRY**, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

1949 Ford Pilot saloon, black, brown hide, radio, heater, covers; £375.—Middlesex Mews, Harrow 0222. [C222]

Ford Consul Cars Wanted

FORD ZEPHYR

ALWAYS

FORD Zephyr. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3023]

H. W. MOTORS, Ltd., offer:—

1953 Ford Zephyr, black, red leather, fitted heater, radio and Undersel, guaranteed 6,000 miles; £685.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

H. A. SAUNDERS, Ltd., offer:—

1953 Ford Zephyr saloon, black/red upholstery, radio, heater, recorded mileage 9,301; £675. 342, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

G. LANFIELD LAWRENCE, offer:—

1952 (October) Ford Zephyr saloon, one owner, 13,000 miles, leather, in magnificent and unmarked condition throughout; £615.—407, High Rd., N.12. Finchley 0091. [C2053]

BRADSTOCK MOTORS, Ltd., offer:—

£685—1953 Ford Zephyr, Dorchester grey, red leather, fitted radio, heater, one titled owner, 7,000 miles only, whole car as new.—Chase Rd., Epsom. Tel. 6335. [C1090]

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £650.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [C4221]

LLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyr, radio, heater, 3,700 miles; £750. 4750, High St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [C1192]

NORTHERN MOTORS OF HARROW, offer:—

£585!!! Superb Ford Zephyr, one owner, fitted radio, heater, leather upholstery, screen-washers, low mileage, absolutely unmarked.—186-194, Pincher Rd., Harrow 4444. [C3025]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Zephyr with radio and heater; £975. **MARLBOROUGH WORKS**, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008]

DAVENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, grey, radio and heater, 9,000 miles; £675. **1953** Ford Zephyr, black/red, heater, 12,000; £650.

56 Park Lane, W.1. Hyde Park, 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 11, Sangleys Rd., Catford, S.E.6. Hither Green 4861. [C1065]

1953 Zephyr, 5,000 miles, leather, heater, green, as new; £665.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tu-se Hill 1288. [C2037]

1953 (March) Zephyr, 8,000 miles, Dorchester grey, red leather, radio, heater, beautiful condition; £675.—Morris, Eltham 7512. [S952]

1953 Ford Zephyr, radio and heater, immaculate car; £695.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Tel. 1185. [C1016]

1953 (July) Ford Zephyr 8, grey/red leather, fitted covers, radio, heater, spot lamp and many extras; mileage only 6,000, taxed, insured; reasonable offer accepted.—Tel. Worthing 231 or write, Box 3118. [S112]

1952 (Sept.) Zephyr saloon, fitted radio, heater, one owner, loose covers, immaculate condition, guaranteed; £595; exchanges, terms.—Palmer's Russell Gardens, Mews, Kensington, W.14. Park 9708. [C3034]

£645—1953 model Zephyr, black, red leather interior, heated, wing mirrors, loose covers, front arm rest, 10,000 miles, only a most recent example.—Elm Autos, 68, Hartfield Rd., Wimbledon 4825. [C2067]

625—Ford Zephyr, November, 1952, saloon, leather, heater, one owner, small mileage, spare unused, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4028]

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, green/brown leather, 8,000 miles, one owner, extras; £669; 1953 models in black/red (16,000 miles), or blue/grey (8,000 miles), leather, heater, one owner, choice two from £629; 3 months' guarantee; terms; exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

525—Ford Consul, 1951, saloon, leather, radio, heater, one owner, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4028]

RALLY good Ford Zephyr required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

FULL value paid for Zephyr or similar; trade or privately.—44, Streatham Hill, S.W.2. Tu-se Hill 2676. [C30316]

FORD (V.8)

FORD (V.8)

CAR MART, Ltd.

1951 Ford Pilot saloon, radio, heater; £335.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1059]

SCOTT CARS offer:—

1951 Ford Pilot, one owner, bargain; £385.

Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8376. [C4016]

GATEHOUSE offer:—

1950 Ford Pilot saloon, blue, blue leather, immaculate; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

COACHCRAFT offer:—

£365 o.n.o.—1951 Pilot, one owner, low mileage, heater, and exceptionally well kept car. taxed; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6529. [C1059]

MAYFAIR COUNTRY CARS offer:—

1950 Pilot, fitted radio and heater, excellent condition throughout; £375; terms, exchanges.—George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008]

PETER BANTOCHE CAR SALES offer:—

1950 Ford Pilot, black/brown leather, heater, 10,000 miles; £395.—104, High Rd., Chiswick 2725/5870. [C1014]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. Offer:—

1948 heater, H.M.V. radio, this car is in exceptional condition, serviced and guaranteed; £365.—Service Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2016]

MAYFAIR COUNTRY CARS offer:—

1950 Pilot, fitted radio and heater, leather, 17,000 miles; £395; written guarantee.—5, Warren St., W.1. Euston 3523. [C1063]

395—Ford V.8 Pilot 1950 saloon, black/brown leather, heater, radio, excellent condition; terms; exchanges.—Rowland Smith, below.

165—Ford V.8, 1959, 22hp saloon, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4016]

CASSIUS MOTOR MART—1950 Ford Pilot saloon, black leather, genuine 17,000 miles; £395; written guarantee.—5, Warren St., W.1. Euston 3523. [C1063]

1949 Ford Pilot, saloon, excellent condition; £350; terms, exchange.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017]

FORD V.8 30hp model 78 saloon, reg. 11/4/39, black, brown leather, reconditioned engine, Solex carburetor, excellent condition; £215.—Rowing 4700. [C3053]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horne, Mountview 5228 and 5774. [C4054]

1938 Ford V.8 81A 4-door saloon, fitted radio, immaculate order; £185; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122 (opp. G.P.O.). [C3055]

1950 Ford V.8 Pilot saloon, black, beautifully maintained, replacement engine, brakes replaced recently, heater; £355.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 6652. [C2019]

91A V.8, July, 1939, black, brown hide, two owners since new, very low mileage, coachwork exterior unmarked; £235; terms, exchange.—S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031]

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

AMERICAN FORD

SIMPSON'S offer:—

RHD 1947 Ford saloon, 4-door, heater, black, moderate mileage.

SIMPSON'S MOTORS (WIMBLEDY), Ltd. (American Car Specialists), 345, High Rd., Wimbley 3601. [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/8]

UTILITY—FORD OR OTHER BODIES
285—Ford utility, 1949 Ford, 8hp Martin Walter Utility, beige, fold-flush rear seating, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

Ford Spares and Services
FRANK G. GATES, Ltd., High Rd., Woodford Green Wanstead 2233. Main Ford dealers, service and all spares.

[10095/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Services

ALAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines).

[10314/R]

VERTICAL magnetos: special offer to Ford 8 and 10 owners; brand new condition. B.T.H. with built-in auto-advance, complete leads; £65; cash paid; Tel. 020-7 Parkes Auto, Brixton Rd., N.12. [6127]

WE have one of the biggest stocks of Kifo spares in the country from model A.V.S. W.D. types and tractors to current models. Full reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd. Main Ford and Foden Distributors, Ford House, New Rd., Dagenham, Rainham, 770 (8 lines). Also 66, High St., East Ham, E.16, Grangehead 1130. [83065/R]

Fraser Nash Cars Wanted

ROYAL SMITH'S, The Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-D.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars." [C3041/R]

265 gns.—Fraser Nash-B.M.W. 1936 2-1/2-litre type 320 Continental sports saloon, l.h.d., good condition; terms; exchanges.—Rowland Smith, below.

175 gns.—Fraser Nash-B.M.W. 1936, 2-litre type 45 convertible saloon, leather, very good condition; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) 770. [C4018/R]

1938 Fraser Nash-B.M.W. type 526 saloon, just received; in excellent mechanical condition and overhauled by works; £425.—Page Motors, Ltd., Epsom 9891. [6207]

FRAZER NASH-B.M.W. 328/80 G.P. Roadster 2-seater, B.R.G., first registered 1947, 30,000 miles, now only; £225.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.3. Hampstead 3430. [6180]

Fraser Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Fraser Nash-B.M.W.—27a, Pembridge Villas, W.11. Baywater 0523. [W1013]

ROYAL SMITH'S, The Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY

JACK ROSE, Ltd., offer:—

1953 Austin Healey 100 sports 2-seater, in blue, as brand new; £1,045. [C1015]

1951 Healey Tickford close-coupled sports saloon, beautiful cream and red leather, small mileage, almost unmarked; £650.—Stafford Rd., Walton, Surrey, Wallington 6677. [C3056]

B. J. HUNTER, Ltd., offer:—

1949 Healey 2½-litre sports saloon, most attractive and fast car; £575. [C4015]

1947 Healey 2½-litre sports 2-seater, over 100mph, attractive; £475. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B. N.W.2. Tel. Gladstone 6303.

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 431-2-3, offer:—

1951 (Nov. '50) Healey Abbott drop head coupe, finished ivory and black, beige leather, radio, heater, new engine recently fitted, superb car throughout; £675. [C1001]

BARTLETT.—Healey Elliott saloon, exceptional condition; £695.—27a, Pembridge Villas, W.11. [C1015]

BROOKLANDS: Sol Concessionaires, Healey, stock new 4-seater saloon, coupe and convertible 3-seater. [C1027]

1952 Healey Abbott drop head coupe.

1951 Healey Tickford saloon, excellent.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C4029]

ROSE & YOUNG, Ltd., offer:—1950 Healey Silverstone E-type 2-seater, exceptional condition; £522—65-66 Sternhold Ave., Streatham Hill, S.W.3 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

1953 (September) Austin Healey, one owner, 2,500 miles, £350.—Pimlico 2500, Pimlico 2500, lamp. £1,045.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C0405]

£666!! Healey specially built sports saloon, full 4-seater, with magnificent performance and looks; one of the finest and prettiest models we have had, costing over £2,000, irreplaceable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Healey Cars Wanted

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

1948 49 roadster.—D. B. Corlett, 1, Crosshill St., Liverpool, 1. Central 1075 (daytime). [3585]

RICHARD & CARR, buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. [C3041]

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Baywater 0523. [W1013]

ROYAL SMITH'S, The Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 431-2-3, urgently require Healey Elliott and Tickford saloons, also Abbott drop head coupe. [W1001]

[10314/R]

HILLMAN 10

ALWAYS HILLMAN Minx. A selection with a written guarantee and free after sales service at Naylor & Root, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

CAR MART, Ltd.

1952 Hillman Minx Phase V coupe; £595.—Car Mart, Ltd., 1, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

GLANFIELD LAWRENCE offer:—

1952 Hillman Minx saloon, grey, one owner, £1,290 worth of extras fitted completely as new—£590.—High Rd. N.12. Finchley 0981. [C2055]

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI convertible coupe, black, 10,000 miles; £695. [C1039]

1953 Hillman Estate Car, moorland grey, 17,000 miles; £675. [C1039]

1953 Hillman Minx Mark VI saloon, black, 4,000 miles; £625. [C1039]

1952 Hillman Minx V saloon, black, 24,000 miles; £550. [C1039]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9751. [C4045]

AUTO SALES (LONDON), Ltd., offer:—

1952 Hillman Minx phase 5 saloon, nominal mileage, grey, red interior, immaculate condition throughout; £445.—Auto Sales (London), Ltd., Belize Rd., N.W.6. Maida Vale 5555. [C6205]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Hillman Minx saloon, one owner, fitted radio and heater, mileage 12,500; £255. [C1039]

1952 (May) Hillman Minx saloon, low mileage, £450.—Hillman Central, N.W.4. Tel. Hendon 8034-5. [C2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers, offer:—

1947 Minx saloon; £375. [C1008]

MELBOURNE Works, Kenton. Tel. Wordsworth 7808 (5 lines). [C1008]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (May) Hillman Minx Mark VI anniversary saloon, black, red upholstery, low mileage, exceptional condition from £595. [C1039]

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C3044]

REGENT SERVICE GARAGE, Hillman specialists.

1948 Estate Car, as new; £385. [C1039]

1947 Hillman saloon; perfect; £325. [C1039]

H. Ho. and exchanges, 291/3, Ballards Lane, Nr. Tally Ho, Finchley 4011 and 4405. [C1039]

HILLMAN Minx, black, red leather, heater; bargain; £435. [C1039]

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield, Tel. Enfield 5150. [C1039]

1948 Hillman Minx Phase II saloon, guaranteed; £325. Below.

1941 Minx saloon, guaranteed; £245.—Below.

1939 Minx saloon, guaranteed; £155; payments Oldfield, 336, Kensington High St., W.14. Wes. 6631. [C1039]

£425!!! 1948 Hillman 10 drop head coupe, this vehicle rocks and runs like new.—Below.

£345!!! 1947 Hillman 10 saloon de luxe, one of these beautiful vehicles in immaculate maintained; also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1947 Hillman 10 d/h coupe, outstanding; £335. [C1039]

1946 Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1039]

£298—Hillman 10 1946 4-dr. sal. interior and bodywork excellent, tip-top performance, excellent tyres, choice 5. many others.

BENMOTORS, 1, Clarence Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, b.p. [C1039]

£545!!!—Hillman Minx, 1952 series, phase V saloon, heater, one owner, small mileage, exceptional condition, term exchanges. Royal 888, Smith, b.p. [C1039]

295 coupe, leather, good tyres, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£495—1952 Hillman estate car, immaculate; £1,615 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampshire 7226. [C1024]

£525—1952 Hillman Minx, 1952 series, phase IV saloon, grey with red leather, speedometer reading 17,000 miles. In good all-round condition.

£325—1947 Hillman Minx drop head coupe, black with brown leather, low mileage, in beautiful all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1953 (October) Californian saloon, ivory/black red leather, one owner, 6,000 miles, radio, heater, offers—High Beech Vicarage, Loughton, Essex. Loughton 791. [C1028]

ESTATE Car, 1954 Hillman Minx Mark VII, fitted heater, colour golden sand, 600 miles only; £735. [C1028]

E.M.A., Ltd., Rootes Group Distributors, Tudor House, Grove Rd., South, Southsea, Portsmouth 2168. [C1028]

£525—1952 Hillman Minx, 1952 series, phase IV saloon, grey with red leather, speedometer reading 17,000 miles. In good all-round condition.

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£325</b

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.D. Cars Wanted
PRIVATE purchaser requires post-war 1100-1500 H.R.D. for spot cash.—Box 3125. [C1021]

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for H.R.D.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.D. Spares and Services
CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0594/R]

HUDSON

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1937-8 Hudson Terraplane 17hp de luxe saloon, in very reasonable condition for its age.

HIRE purchase terms on the spot, no references.

HIRE purchase terms on the spot, no references; part exchange on your present motor cycle or car. Always 200 cars under £200 to choose from.

RAYMOND WAY. Canterbury Rd., Kilburn, N.W.6.

Maida Vale. Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

CAR MART, Ltd.

1947 Hudson 22hp saloon, heater: £675.—Car Mart. Ltd., 150, Park Lane, W.1. Grosvenor 3436. [C1039]

£135.—1938 Hudson 22hp 4-door saloon: £65 down, £135—Bray Motors, 180-184, West End Hill, N.W.6. Hampstead 6490. [C1024]

£275!!!—1938 Hudson 17 de luxe saloon, specimen condition throughout, and bargain price; 3 months' guarantee. For hire-purchase, exchanges.

LAMBS Finchley Showrooms, 421/422, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Hudson Spares and Services
MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R]

MANCHESTER.—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARFOLD, Ltd., Upper Brook St., Manc-

chester, 15. [C0517/R]

NUMBER

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1937 Humber 18 long chassis saloon, coachwork and interior in sound condition, excellent mechanical order. Ideal hire car: 159gs.

HIRE purchase terms on the spot, no references; part exchange on your present motor cycle or car. Always 200 cars under £200 to choose from.

RAYMOND WAY. Canterbury Rd., Kilburn, N.W.6.

Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

[C04047]

BOON & PORTER, Ltd.

1952 Series, saloon, black, radio, heater, one owner, 28,000 miles, exceptional: £245.—Castelnau, S.W.13. (By Hammersmith Bridge), River-side 4444. [C1022]

TOM GARNER, Ltd., offer:—

1953 Humber Hawk Mark V saloon, gun with red leather, heater, radio, 5,000 miles only: £275.

1952 Humber Super Snipe Mark III saloon, steel

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Flakirkies 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:—

1951 Number Super Snipe saloon, positively un-

marked: £255.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Pullman limousine (7-passenger), black with brown hide upholstery to front and rear, fitted radio and heater: £600. [C1023]

1953 Humber Hawk Mark V saloon, radio and heater, black, 7,000 miles: £225.

1952 Humber Super Snipe Mark III saloon, satin bronze, heater, 6,000 miles: £275.

1952 Humber Hawk Mark IV saloon, heater, satin bronze, 4,000 miles: £275.

1953 m.s. £275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1952 Humber Hawk saloon, green/red leather, 19,000 miles, extremely good condition: £265.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

If you are interested in the purchase of a used car, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,350; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. [C1008]

NUMBER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Humber Super Snipe, grey and grey leather, radio, heater, etc., 12,000 miles: £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

£475.—Hawk, 28,000 miles, chauffeur driven '49. Valentine 4674 after 6. [C2018]

1951 16hp Hawk, bronze, heater, one careful owner: £575.—Campbell Symonds, Wembury 6262. [C1037]

1949 (May) Humber Super Snipe saloon, grey, one owner, total mileage 26,000, in excellent order throughout: £250.

L YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]

1951 Humber Hawk, Mark IV saloon, in very nice condition, radio: £645.—Gordon Wooderson, 48a, Drewstow Rd., S.W.16. Streatham 8838. [C4059]

1951 Humber Hawk, black with red leather, one owner, 5,000 miles, excellent order: £650. Haskins, Ladbrooke 1155. [C3027]

1951 Humber Pullman limousine, reg. Dec., 1950, one owner, one chauffeur-driven, superb condition throughout: £975.

X.L. SERVICE STATION, Kingston Vale, S.W.15. 8333. [C4060]

1948 Humber Hawk saloon, one owner, clean, Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [C291]

HUMBER Super Snipe saloon, 1952 model, excellent order, mileage 23,000; £750.—James Ross & Sons (Motors), Ltd., Lochrin, Edinburgh. [6025]

SHOOTING brake, registered 1947, super snipe magnificent body, excellent throughout: £175.—St. Leonard's Garage, Ringwood, Hants. Tel. 682. [E120]

CAMDEN MOTORS, for Limousines.—The largest selection in the country, up to 60 in stock. See full page advert, page 47 in this issue. [C1035]

1950 Super Snipe, black, heater, 22,000, really beautiful: £495.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2035]

HUMPHREYS CARS, Ltd., 1949 Humber Super Snipe black saloon, radio, heater, loose covers, good tyres: £410.—24, Wigmore Place, W.1. Langham 1840. [E1223]

1950 Humber Snipe de luxe saloon, regularly serviced, outstandingly clean: £495.—Stable Griffiths, London, S.E.5. Rodney 2201-6; Brixton 654. [E1033]

GUY ALPRED & Co., Ltd., 1939 Humber Pullman limousine, one private owner Viscount; outstanding order: £67. Warren St., W.1. Euston 5268. [C1005]

1950 Humber Super Snipe saloon, black with brown leather, chauffeur maintained: £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022]

1951 Humber Hawk saloon, black with brown leather, well maintained: £650.—Stratstone, Berkeley St., W.1. (Mayfair 4404). [C4021]

1950 Humber Hawk, black, works reconditioned engine 6,000 miles, splendid vehicle: £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1953 (latest type) Humber Super Snipe saloon, fitted radio with dual speakers, heater, loose covers, 5,000 miles only, absolutely as new: £1,120.—Harry Martin, 2, Devonshire Place Mews, W.1. [E1202]

R EAL opportunity!!! 1952 (Aug.) Humber Super Snipe, immaculate condition, one owner, heated, 18,000 miles: £885!!!—A.Z. Motors, Palmerston Rd., E.10. Mail 4723. [C1011]

1954 model Humber Hawk, grey with red interior, 10,000 miles only, cost £1,000, will sell: £425.—Northgate Motors, 2, Rock St., Oldham. Tel. Oldham Main 6370. [5943]

1952 (October) Humber Pullman fitted with Tickford estate type body, green, natural, real hide upholstery, one owner, 18,000 miles, ex. cond., radio: £950. [C4019]

1951 Number Super Snipe, grey with red interior, sliding head, leather, radio, heated, good tyres, excellent condition; terms, exchanges.—Rowland Smith, 253, Newhall St., Birmingham, 2. [C1021]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars to R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alp & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

Humber Spares and Services
THE Humber Specialists for all spares.—Ring Uplands 3657 See advt. under Parts & Accessories. [0398/R]

NUMBER

TANKARD & SMITH, Ltd., offer 1951 series Humber Hawk Mk. IV, black/red leather, one owner, reconditioned engine being fitted, excellent condition throughout: £625; three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flatman 4801-2-3. [C1022]

XXX Quite immaculate 1952 (June) Humber Snipe Phase III saloon, black with red leather, heater, beautifully maintained one-owner car, written guarantee: £745; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

A & S LIMOUSINE Specialists—offer unique range of Limousines—modern 24hr. partition, forward occasional, leather throughout, genuine mileage 51,000, 1952-condition, privately owned, magnificent specimen.

LIMOUSINE, 1947, mitred edge Pullman, partition, forward occasional, black, mettalically maintained, reasonably occasional, black, leather, budget.

LIMOUSINE extensive range 1949/1950, partition, forward occasional, leather also cloth upholstery, radio, heater, obviously low mileage, certified mechanically, showroom condition.

LIMOUSINES 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, carefully maintained, partitions, leather, 10,000, competitive prices, detailed lists post. Alp & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

Number Cars Wanted**ROOTES, Ltd.****DISTRIBUTORS.**

EQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

COXHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

E.M.A., Ltd., Grove Rd., Southsea. Portsmouth 2168. [5306]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R]

FULLY value paid for Humber or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W1016]

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details, please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 182-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0986/R]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars to R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alp & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

JAGUAR**HENLYS, Ltd.**

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House. Piccadilly, W.1. (Grosvenor 2287.)

HENLY House. 385, Euston Rd., N.W.1. (Euston 4444.)

DEFOUR at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0061).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R]

DICKES.

1946 Jaguar 1½-litre saloon, special equipment. [C1027]

DICKES CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

ACRES offer:—
1951 XK120, pillarbox red, ex-company director's car, never been raced; £225.
ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapton Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

B. J. HUNTER, Ltd., offer:—

1951 Jaguar XK 120 2-seater, £270 modifications, unmarked; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.3. Tel. Gladstone 6305. [C2040]

TOM GARNER, Ltd., offer:—

1953-4 Jaguar XK120 convertible, grey with red leather, radio, etc., 1,500 miles only; £1,495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-67. [C2050]

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII saloon, low mileage, immaculate condition; £1,095.

1951 (September) Jaguar Mark VII saloon, low mileage, black; £895. 65-69, Sherfield Am. Streatham Hill, S.W.12 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

H. BEART & Co., Ltd., offer:—

1951 Jaguar XK120 2-seater, finished in ivory with red and beige leather, supplied and serviced by us since new, and beautifully maintained by one fastidious owner, full details on request; £895. 102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V saloon, grey, brown hide, sun roof, good condition; £1,495. 102, London Rd.

1947 Jaguar 1½-litre saloon, black, fawn leather, sun roof, good appearance and mechanical condition; £465; each 3 months' written guarantee; service after sale; exchanges deferred; trade enquiries welcome.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Road); 5 minutes Trolley East Finchley Tube). Finchley 0039-53. [C4065]

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mk. VII saloon, grey, 3,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,475. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES, offer:—

1953 (July) Jaguar XK120 sports 2-seater, twin exhaust p.p.s. H.M.V. radio, grey/red leather, total mileage 1,500, positively indistinguishable from new; £1,550.

1952 Jaguar Mark VII saloon, grey/grey leather, 18,000 miles, faultless condition; £1,175.

1951 Jaguar Mark V coupe, metallic grey/blue, 10,000 miles, excellent condition; £895.

1951 16,000 miles; this car can only be described as faultless throughout, and for smoothness and silence of running can have few equals short of a brand new car; £925.—Portsmouth Rd., Thames Ditton. Emberstock 5561-2-5. [C4001]

PETER BANTOCK CAR SALES, offer:—

1950 Jaguar Mark V saloon, one owner, 22,000 miles fitted with all possible accessories; £795. 104, High Rd., Chiswick 2725-3870. [C1014]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1938 5½-litre, £165.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth M 7805 (5 lines). [C1008]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar XK120, black with beige leather, total mileage 27,000, in exceptionally good condition throughout; £900.

1950 Jaguar XK120, black with beige leather, 15,000 miles, in excellent condition; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 6291-8-9. [C1057]

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar XK120 open 2-seater, special works modifications; cost £2,200; price £1,275.

BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8851-6. [C1029]

JAGUAR 1½-litre. 1946, one owner-driver, 28,000 miles; £425.—Tel. Henley-on-Thames 146. [S598]

CHARLES FOLLIET, Ltd., 18, Berkeley St., W.1. Mayfair 6266. offer:—

1950 Jaguar Mark V saloon, suede green, green leather, radio and heater, bodywork unmarked, service within 3 months' guarantee; £213.

SERVICE Works and Stores, Barnetdale Yard, off Eign Ave., W.9. Cunningham 5936. [C2010]

1946 1½-litre Jaguar saloon, excellent condition throughout; £335. X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

CAMDEN MOTORS, for Jaguars.—Full range of all models.—See full page advert page 47 this issue. [C1055]

1953 Jaguar Mark VII saloon, 8,000 carefully driven miles, in as new condition, numerous extras; price £1,375.

1952 Jaguar Mark VII saloon, 20,000 miles, fitted 8-1 compression, a specimen car; price £1,225. [C1056]

NEWTON OF HUDDERSFIELD, Automobile Distributors Huddersfield. Tel. Huddersfield 3511 (8 lines). [S588]

JAGUAR

1953 February Jaguar Mark VII saloon, 8,900 miles, Weybridge 600. [C4005]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Te. Kin 3348. [C1001/R]

£1045—1951 (August) Jaguar Mark VII saloon, grey, great leather upholstery, recorded

mileage 17,000, disc heater and radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

375 salo.—Jaguar, 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

145 grn.—Jaguar, 1936, 2½-litre saloon, sliding head, leather, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead). Hampstead 6041. [C4018]

£495—1948 Jaguar 3½-litre de luxe saloon, magnificent specimen condition, whole car looks and runs like brand new.—Below.

£495—1948 Jaguar 1½-litre de luxe saloon, body-work like new, interior spotless; choice of 2—Below.

£295—1950 Jaguar 3½-litre de luxe saloon, looks and runs as well as 1948 model advertised above.—Below.

£295—1950 Jaguar 1½-litre drop head coupe, excellent vehicle, recently overhauled, at bargain price; 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1951 Jaguar Mark V 3½-litre drop head coupe, heater, beautiful condition; £845.—Ralph Davis, Ltd., Potlers Bar. 2371. [S819]

1949 Sept. Mark V Jaguar, black, brown leather, 32,000 miles only, as new; £675.—Cyril Shepard, of Reading. Sonning 2345. [S586]

1939 3½-litre Jaguar, excellent condition throughout; outlay extra; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1940 Jaguar 1½-litre saloon, two-tone grey, engine overhauled, brakes relined, undeniably bargain; £35.—Below.

1947 Jaguar 1½-litre saloon, black, recent overhaul, really nice order throughout; £415.—Below.

SMITH & HUNTER, 376, Kensington High St., W.14. S Western 2512. [C4019]

1947 3½-litre Jaguar, excellent condition throughout; out; £525.—Smiths Car Sales, 3, High Rd., Hanham 7628. [S171]

1950 (December) XK120, ivory, beige, low mileage, immaculate, taxed; £865.—Priory Motors, Old Windsor. Windsor 2002. [S162]

XK120 1951 model sports, cream with red leather, as new, no modifications; £850 o.n.o.—Tel. Birmingham South 3018. [S1641]

1949 Jaguar Mark V, superb condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey 6199. [C5057]

1950 Jaguar Mark V 3½-litre saloon, low mileage, grey, red upholstery, nearly new tyres, a superb car; £800.—Tel. Doddington 2327. [D654]

1948 Jaguar 1½-litre S.E. saloon, lavender grey, delightful car; £515.—London Cars 532-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057]

1951 XK120, all modifications, in excellent condition throughout; £875.—Louis & Co., 56, Lancaster Mews, London, W.2. Paddington 9196. [S1609]

1950 Jaguar Mark V, black, low mileage, first-class condition throughout; £750.—Blue Star Garage, 364, Kensington High St., W.14. Western 9651. [S1577]

1952 Jaguar Mk. VII saloon, grey with red leather, 13,000 miles, carefully used; £1,245.—Stratstone Ltd., 40, Berkley St., W.1. (Mayfair 4404). [C4022]

JAGUAR 1947 3½-litre special equipment model duo colour, black, maroon; £355.—Petersfield Garages, 1557, Stratford Rd., Birmingham. Springfield 16084. [C4022]

1939 Jaguar 2½-litre, radio, heater, discs, good tyres, new battery, new steering, uses no oil; perfect; £325 o.n.o.—29, Pickwick Rd., Corsham, Wilts. Tel. 3244. [S592]

1952 model Jaguar Mark VII saloon, 22,000 miles, owner wishes to sell or exchange for 1949-50 Bentley, cash adjustment.—Nixons Garage, Hassell St., Newcastle. Staffs. Tel. 69154. [S1518]

1946 Jaguar 1½-litre, splendid mechanical condition, immaculate appearance; £375; guarantees; Kirkdale Cars, Cobbs Corner, Sydenham, S.E. 26. Sydenham 6129. [C2068/1]

JAGUAR—Please apply for particulars of our comprehensive stock of Jaguars for sale at reasonable prices.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayley 2848. [C1042]

XK120 1951 high axle ratio, stiffer suspension, heated Ace Rimbelliners, £625.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5244. [C5045]

£700—immediate cash offered for XK120 Jaguar. S. West, Denmark St., Inley Rd., Oxford. Tel. 48818. [C1041]

LONDON CARS urgently require 1945-49, 1½-litre saloons.—526-2, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057]

OWNER of Jaguar saloon wishes to hire XK120 three weeks in April with possible view of purchase: Scotland.—Box 101. [C1015]

RICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5244. [W3045]

£700—immediate cash offered for XK120 Jaguar. S. West, Denmark St., Inley Rd., Oxford. Tel. 48818. [C1041]

LONDON CARS urgently require 1945-49, 1½-litre saloons.—526-2, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057]

OWNER of Jaguar saloon wishes to hire XK120 three weeks in April with possible view of purchase: Scotland.—Box 101. [C1015]

RICHARDSON'S MOTOR CO., Ltd., East London area. Dealer—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [C1043]

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details, please, to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 10400. [W2001]

Jaguar Spares and Services

HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1958.

AND at Manchester. Cheetham Hill Rd., Densgate 6216-7.

QUICK completion of repairs.

[10565/R]

SAUL & SLATTER, Ltd., 44-46, Aldermana Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.15. Palmers Green 3631-2-5. [S4002/R]

PEARLEES MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [C4030/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service
R. P. POWELL MOTORS, Ltd., East London area
dealers.—Full repair and spares service available.—
381, Romford Rd., Forest Gate, E.7. Marylebone [C1035/R]

LEWAND WILLIAMS & Co. (1940), Ltd., offer
Jaguar service by factory trained personnel at
Packard Buildings, Great West Rd., Brentford, Middle-
sex, Ealing 3400. [C1038/R]

LANCASHIRE specialised sales, repair and spare parts
service, large stock available.—Parkers, Ltd., Brad-
shawgate Bolton. Tel. 4080. Deansgate, Manchester,
Tel. Deansgate 4507. [C1039/R]

WEMBLEY COURT MOTORS SERVICE STATION—
Comprehensive range of all Jaguar spares in stock;
specialised service and maintenance for Jaguar cars.—
Wembley Court Motors Service Station, Forty Avenue,
Wembley. Arnold 1154-S. [C1019/R]

JEPPES, private or commercial, all spares, return post.
—Wick Autos, Hampton Wick, Kin. 4718. [C1030/R]

JEPPES.—Britain's leading Jeep specialists, all spares
in stock, prompt despatch. Rebuilt Jeeps detachable
bodywork, etc. 100% guaranteed.—[C1031/R]

MOTORCRAFT GARAGES, Station Approach, Gun-
nerybury, W.4. Chiswick 2013/0261. [C1041/R]

£120 buys a special bargain.—See Metamet famous
for 12 conversions.—92B, Belize Lane, N.W.8. Hampstead 8231. [C1027/R]

JEPPES!!!—Several first-class Willys and Ford Jeeps for
sale, also comprehensive stock of spares.—Autowork,
Ltd., Winchester, 4834. [C1010]

1952 (first reg.) Jeeps, all types; spares.—Davies
& Groves, 1-3, Dorset Close, N.W.3. Pad. 8545. [C1019]

REBUILT Jeeps (full guarantee equivalent to
a maker's); own vehicle instant part exchange; H.P.
terms available.—Mansell & Fisher (see Jeep Spares
below). [C3068]

£145—1946 registered Jeep open body utility; ex-
tended chassis, good runner, nice lines; £55
down.—Bray Motors, 180-184, West End Lane, N.W.8.
Hampstead 6490. [C1024]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep
spare parts, home and export; 1954
illustrated assembly guide and parts catalogue, price
1/-; largest stocks, lowest prices; exchange plan engine,
gear box, clutch, etc.; noted for all American spares.—
351, High Rd., Chiswick, London, W.4. Chiswick 1919/0650. [C1035/R]

Jeep Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash
price for Jeep.—Hampstead (Tube), N.W.3. Ham-
pton 6041. [C1018/R]

Jeep Spares and Service
JEEP Service Station overhauls, repairs, all Jeep
spares available, exchange plan all units.—Mansell
& Fisher, 20, Cadogan Lane, London, S.W.1. Sloane
7385, 4738, 4739. [C1036]

JENSEN

BRROOKLANDS.—Individuality, new and used cars.
NEW Jensen Interceptor for early delivery.—Particu-
lars available on 541.

BUY or sell your car with confidence.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1939 3½-litre Jensen 4-door de luxe saloon, excel-
lent condition; £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

JOEWETT

WESELBECK MOTORS, Ltd.
FOR the largest Jowett agents in the country.

THE new Mark IA Jupiter is now in steady produc-
tion and only—repeat only—at Welbeck Motors
can be seen and tried; only Welbeck Motors,
Ltd., can give immediate delivery ex-stock of this
model at £1,028.

OUR Jowett stock at the moment is amazingly com-
prehensive and includes:—

FOUR 1954 Jupiters at around £600.

THREE 1949 Javelins at around £240.

FIVE 1950 Javelins at around £485.

THREE 1952 Javelins at around £600; and one 1952
example which has only covered 8,000 miles at £645.

THREE 1953 Javelins at around £750; all exactly like
new.

If you would be kind enough to telephone us, we can
give you full details and send a car to you for
your inspection and trial.

WELBECK MOTORS, Ltd., 107, Crawford St., Lon-
don, W.1 (near Baker St. Station). Welbeck 1139
(6 lines).

DICKS

1952 Jowett Javelin saloon de luxe, really as new;
Jowett Javelin saloon de luxe, most superior
condition; £495. [C1072]

DICKS CAR SALES, Ltd., 585-601, High Rd., Kil-
burn. Maida Vale 6888-9. [C1072]

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1952 Javelin de luxe saloon; £625.

1950 Bradford de luxe utility, recently fitted re-
conditioned engine, one owner, outstanding
condition; £295.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter
cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel.
Brookwood 2201. [C1049]

JOWETT

RAYMOND WAY.

RAYMOND WAY. The Hire-Purchase specialists.

1950-1 Jowett Javelin 1½-litre de luxe saloon,
extremely fast and economical coachwork,
and interior in new, one colour, open top, automatic
H.P. purchase plan on the spot, with no reference
to your present motor cycle or car. Always 200 cars under
£2000 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8.
Maida Vale 6864 connecting all branches and
departments (Kilburn Park Station, Bakerloo line). [C1047]

H. BEART & Co., Ltd., offer:—

1953 (July) Jowett Jupiter Mark IA convertible,
finished in ivory with red upholstery, many
extras, genuine 10,000 miles. In excellent condition
throughout, outstanding value at £745.—102, London
Road, Kingston-on-Thames. Tel. 5348. [C1061]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (September) Javelin de luxe saloon, grey,
red leather, 9,000 miles, immaculate; £675.

1950 (November) Javelin de luxe saloon, black,
brown leather, 51,000 miles; £525.

9, Albermarle St., London, W.1. Tel. Grosvenor 5551. [C1016]

JOWETT Jupiter, 1953, under 4,000 miles; £625.

GEOFFREY NEWMAN & Co., 369, Euston Rd., London,
N.W.1. Euston 4466. [C1032]

Jowett Cars Wanted

W

MELBECK MOTORS, Ltd., 107, Crawford St., Lon-
don, W.1. Welbeck 1139. Largest Jowett stockists
in the country, who will be pleased to buy your
Jowett or Jupiter. If it is quite perfect and exceptional
for its year, if at the moment we are desperately in need
of a good Mark IA Jupiter. [W4049]

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Jowett.—Hampstead (Tube), N.W.3.
Hampton 6041. [W4018/R]

DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kil-
burn. Kilburn 5688-9. [W1072]

AVELINE & JUPITER wanted.—Richards & Carr, 35,
Kinerton St., London, S.W.1. Sloane 5426. [C1034]

FULL value paid for Jowett or similar: trade or
privately.—54, Streatham Hill, S.W.2. Tulse Hill
2676. [W3016]

Jowett Spares and Services

FPAIRMAN & SONS, Ltd., East Surrey distributors
COMPLETE spares for Javelins and Bradfords, always
in stock, specialised repairs, tuning and services
new Javelin in stock.—Horley. Tel. Horley 17.
[C1017/R]

KOLIVER-FISHER, Ltd., unsurpassed service spares
and replacement units.—Northwood, Middlesex,
777 (4 lines). [C1009/R]

KINGSTON-ON-THAMES.—Distributors for Jowett
all facilities available.—G. W. Wilkin, Ltd., 1,
Weston Park and 84, Eden St., Kingston, Kin. 2241-2.
[C1045/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled
service of spares and repairs for Jowett, Javelins,
Bradfords and other war Jowets.—Bonnersfield Lane,
Harrow. Tel. 6225-6. [C1075/R]

A.V. MOTORS, Ltd., Park Rd., Teddington, Middle-
sex. Tel. Kingston 0710.—The Jowett specialists
and area agents, over 28 years' Jowett experience
spares and service. [C1059/R]

KAISER

GUY ALFREDS & Co., Ltd.—1952 Kaiser H. J., 16hp,
low mileage, H.M.V. radio, superb order.—6-7,
Warren St., W.1. Euston 3268. [C1005]

LAGONDA

AUTOMOBILIA, Ltd., offers
1948 Lagonda 2.6 fourseats drop head coupe, colour
midnight blue with leather upholstery; this
car is undoubtedly one of the finest of this type in the
country. It has been maintained regardless of cost.
8,000 miles ago, fitted with vantage engine, latest type
modified brakes, resprung and wheels chromed. At
the cost of over £400 extra extras include horn, inter-
com, Lucas post horns, windscreen washers, etc.
£1,095.—Automobilia, Ltd., Pippbrook Garage, Dorking
4304, 3891. [C1029]

ROOKLANDS:—Lagonda distributors; latest 1954
models on show and for demonstration. [C1029]

1952 Lagonda saloon, 13,800 miles, radio.

1951 Lagonda coupe, one owner, excellent.

1950 Lagonda saloon, small mileage, radio.

The above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

DAVIES MOTORS, Ltd. (managing director J. E.
Davies). 20, years service manager to Lagonda, Ltd.,
1938 4½-litre LG6, independent front suspension,
several engines, drop head coupe, fine condition throughout,
several engines.

1940 V.12 2-door 4-5 seater saloon, specialist
coachwork of outstandingly fine line and
built only this year regardless of cost; engine and
chassis completely overhauled, many extras.

FURTHER particulars of these and other models now
in stock, and spares available on request; any
make taken in part exchange.

We shall be pleased to send a fully qualified en-
gineer to test your car and discuss minor or
major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines,
Middlesex 4211-2-3-4-5 or (private) Walton-on-
Thames 1522. [C1080]

PERFORMANCE CARS, a good selection always avail-
able; written guarantees.—See under "Sports C." [C1018/R]

£135!!!—Lagonda 3-litre sports 4-seater, in excel-
lent condition, and no one looking at this
vehicle could possibly believe it's 22 years old; 5
months' guarantee; hire purchase exchanges.

L AMBS, Finchley Showrooms, 421/423, High Rd.,
Finchley 6221. (East Finchley Underground) [C1022]

1933 Lagonda 3-litre 4-door pillarless coach-built
saloon, in really amazing condition throughout,
one very careful private owner from new who has
maintained this car in superb order in every respect,
a thoroughly reliable vehicle in fine appearance, complete
and ready for use; obtain further details at 2299, trade
and part exchange enquiries invited.—G. P. Mayley,
Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C1016]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Lagondas.—Hampstead (Tube), N.W.
Hampton 6041. [W4018/R]

£6/700 offered for post-war Lagonda.—Tel. after
6 p.m. (Swansea) Bishopston 101. [C1070]

PERFORMANCE CARS urgently require Lagondas—
Great West Rd., Brentford, Middlesex. Ealing 8841.
[C1034]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAVIES MOTORS, Ltd.—Managing director J. E. Davies, 20 years service managing director to Lagonia, Ltd.; the Lagonia specialists, offering every possible service facility to all Lagonia owners, including honey-comb liners and the now popular centre gearchange for the 2.6 model.
273, London Rd., Staines. Tel. 4211 (5 lines). [C1080]

DICKS.

1939 Lanchester 14 saloon, preselector gear box, careful user; £295. Tel. 2956.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale NW8-9. [C1072]

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14hp saloon (1933 model), grey with blue leather seats; £1,000. Tel. 2147.

LANCHESTER 10hp saloon (1947), black with fawn interior, in good condition; £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [C4022]

1933 Lanchester 10 coupe, good runner; £60.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011]

1953 Lanchester saloon, grey with blue leather, 5,500 miles as new; £995. Wellsway Garage, Bath. Tel. 2576. [C1998]

225 Lanchester 14 (1939 model) Roadrider de luxe saloon, sliding head, leather, manual gear-change. I.P.S.: terms, exchanges. Rowland Smith, below.

165 Lanchester 14 1938 Roadrider de luxe saloon, sliding head, leather, preselector, I.P.S.: terms, exchange list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead 6041). [C4016]

KENTISH & THOMSON, Ltd.—1937 14hp saloon, one private owner since Nov. 1937, 39,000 miles, excellent order throughout; £225—£64. Wickham Rd., Shirley, Croydon. Springfield 3477. [C2047]

LANCHESTER 10 saloon (September, 1947), black, green upholstery, complete overhaul by manufacturers, £565. Walker & Ward, Ltd., Daimler, Lanchester Distributors, Warwick Place, Cheltenham. [C1065]

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors by Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. 3814 and 3816. [C1065]

LANCHESTER 14hp, first registered September, 1952, one car owner, low mileage, finished in black with brown hide; original price £535; our price £590.—Peppers Garage (Nantwich), Ltd., London Rd., Nantwich, Cheshire. Tel. Nantwich 5591. [C219]

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.3. Tulse Hill 1288. [W2037]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

LANCHESTER cars wanted in part exchange for new models: write or phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2140. [C045]

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Lanchester 0012. [W2005]

Lanchester Spares and Service

A ROOT ENGINEERING, Ltd.—Preselected rear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [C0257/R]

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE only offer the best examples; present stock includes post-war second series Aprilia; full details on request; deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4055]

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new engine; £140; overhaul, a good specimen; £395. The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [C2061]

Lancia Cars Wanted

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—81-42, Hay's Mews, Berkeley St., W.1. Gros 2563. [W2054/R]

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Ferranti 5638.) [C320/R]

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1948 Lea-Francis 14hp saloon, recent engine over-haul; £550. Tel. Gladstone 6303. [C2040]

1949 (September) 14hp Lea-Francis special drop head coupe, finished in grey; £475. Tel. Gladstone 6303. [C1063]

LEA-FRANCIS

GUY SALMON AUTOMOBILES offer:—

1953 Lea-Francis 14hp saloon, 8,000 from new, body in excellent condition, 1953 model, a most attractive appearance, combined with a very surprising performance and handling qualities, cost new £1,216; offered at £885.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C4001]

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer:—

1953 Lea-Francis 14hp streamlined saloon, maroon, beige, leather, heater, screenwash sun roof, one owner, £1,000. Tel. 2147.

1952 Lea-Francis 18hp streamlined saloon, black, red leather, one owner, mileage under 10,000, unique car, chauffeur maintained, perfect condition; £1,095 (cost new £2,500).

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

LEA-FRANCIS 18hp streamlined saloon, one owner, leather, American etc.; £550.—The Broadway, Newbury. [C1043]

CHARLES FOLLETT, Ltd., sole distributors Lea-

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-door saloon, Continental steering, may be seen by appointment.—Victoria 8715-6. [C5003]

!! Chipstead Motoring, Ltd.—See our advertisement under "Sports Cars". [C1046]

1938 21hp, black, excellent condition, mileage 42,000, recently overhauled; offers.—Box 3077. [C5069]

170V 14hp, 1937, the rare 2-door 4-light saloon, in exceptional condition, £220.—Underground and exchanges.—26, Queengate Mews, S.W.7. Western 5228. [C5069]

Mercedes-Benz Spares and Services

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service, Victoria 5144. [C475]

MERCURY

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [C748/R]

M.G.**P.C. PERFORMANCE CARS**

THE biggest and best guaranteed selection of sports cars in the country.

Above selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one car which might prove unsuitable.

CHICHESTER 5 T.C.P. 1948, £395. [C1047]

CHOICE OF 3 T.A.S.: 1939, red, £295; 1938, blue, £265; 1937, black, £245.

CHOICE OF 2 P.A.S.: 1935, red, £175; 1934, black, £145; one P.B. 1936, £195.

CHOICE OF 2 Z.A.: 1934, £145; 1935, £125; ex-Davis brown Magnette, £395.

CHOICE OF 4 2-litre saloons: 1938, £215; 1937, £195; 1936, £175; 1935, £145.

CHOICE OF 2 2-litre drop head four-seaters: 1937, £215; 1936, £145; 1935, £125 N.A. Magnet, £175.

CHOICE OF 2 16/80 tourers: £65; 12hp tourer, £55; 10/80 tourer, £45; 16/80 tourer, £65; 12hp tourer, £55.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars".

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041]

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked. £575.

J. HUNTER, Ltd., 22, Cricklewood Broadway, Tel. Gladstone 6303. [C2040]

JACK ROSE (M.G. dealers and stockists).

1950 M.G. T.D. sports 2-seater, in black, many extras; £495.

1952 T.D. British Racing green, very clean, any examination; £545.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead. Tel. Burgh Heath 36. [C5056]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.O. black and beige, fitted many extras with 16in wheels, reconditioned engine just fitted. £235.

1938 M.G. V.A. 12hp drop head coupe, black and beige, new, immaculate, car £275.

1938 M.G. T.A. 12/14, special fitted Charnwood liners, polished rods and rocker gear, heater and many other extras, a specimen motor car; £275.

1934 £185.

1933 M.G. J2, long wings resprayed; £140.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Mitcham Parade, Mitcham. Tel. Mitcham 5392. [C5036/1]

1951 M.G. 1½-litre, maroon, radio, heater, better than new; £675.—New Cross 1338. [C5039]

M.G. Magna black saloon, 1932, genuine car; £95.—Price, Slaughters, Berkely, Glos. [C1010]

£350—1948 M.G. 2½-litre, black and chrome sports

£95—1931 M.G. 16/80 special model open sports 4-seater; £45 down.—Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6490. [C1024]

M.G. 1½-litre, clean, low mileage.—Mould, 6, Yewcroft Ave., Harborne, Birmingham. [C6100]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [C5036/R]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 6161. [C506/R]

1932 M.G. J2, red, good condition throughout, new hood, sound tyres; £100.—Box 3175. [C5064]

245 M.G. T.A. 1938, green, very good condition.—I. Milton Ave., Gravesend, Kent. [C5107]

1953 M.G. T.D. Mark II, unregistered, delivery mileage only, green; £795 or near offer.—Tel. Stockton Heath 1365. [C5745]

£299—M.G. sportsman's saloon 1940 2½-litre, immaculate, quiet, fast, black/grey; no offer.—91, Lincoln Rd., Peterborough. [C5421]

1949 M.G. 1½-ltr. sun saloon, black/red, faultless. £65.—G. S. Francis, 22, Cricklewood Broadway, N.W.2. [C2014]

£550—careful owner, in really excellent paintwork and chrome condition.

FERRARIS of CRICKLEWOOD, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

LEA-FRANCIS

JOHN S. TRUSCOTT, Ltd., offer:—

LEA-FRANCIS Mercedes-Benz retailers, offer:—

1948 Lea-Francis 14hp saloon, recent engine over-haul; £550. Tel. Gladstone 6303. [C2040]

1949 (September) 14hp Lea-Francis special drop head coupe, finished in grey; £475. Tel. Gladstone 6303. [C1063]

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063]

173 Westbourne Grove, W.11. Bay. 4274. [C4035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1952 T.D. M.G. 6,000 miles; £545.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 412. [W4062]

1938 V.G. 1½-litre V.A. saloon, green, excellent condition; total value at £235.—C.N.K. Motors, 353, Finchley Rd., London N.W.3. Tel. Hampstead 5714. [C1052]

1953 (July) M.G. T.D. 2-seater, colour red, one owner, total mileage 8,000, as new throughout; £600.—A.P.N. Ltd., London Rd., Isleworth, Middlesex. Hounslow 1001. [C2015]

595 ans.—M.G. 1950 1½-litre saloon, sliding head leather, heater, built-in jacks, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

525 ans.—M.G. Midget late 1951 T.D. 2-seater, red, one owner, exceptional condition; terms exchanges.—Rowland Smith, below. [C4018]

345 ans.—M.G. Midget, October 1946, T.C. 2-seater, very good condition, terms exchanges.—Rowland Smith, below. [C4018]

195 ans.—M.G. 1955 1½-litre saloon, sliding head leather, heater, built-in jacks, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

1937 M.G. T.A. 2-seat, excellent condition all taxed; £215.—A.A. R.A.C. examination.—Cutler, Walberton, Arundel. Tel. Eastgate 357. [W4085]

M.G. (T.D.) April 1953 Stage 1 tuning, 6,850 miles, 4-speed gearbox, dampers, rear drum brakes, 16,000 miles, not raced, new engine just fitted, not run in; private sale; wireless, other extras; offers over £880; owner purchasing T.P.—Apply Box 3052. [C4018]

M.G. Magna-Hornet Special, 6-cyl. eng. just overhauled, not yet run in, tyres as new, B.R.G. immaculate fawn hood, tonneau, twin rear lights and wipers, etc., oil radiator, rev. counter, etc., many extras, can be seen in London area, bargain for enthusiasts; £150.—Tel. Mou. 0462 or write to Box 3052. [C4018]

1937 M.O. T.A., black/green leather, over £100 just spent on this car, including recond. engine, not yet run in, new tyres, new full tonneau cover, other leather upholstery and body extras, several extras, equal to 1949 car; £330; photographs available.—Clegg, 3, Woodlands Ave., Bury Rd., Rochdale. Tel. 4560. [C4018]

XXX 1949 (November) M.G. T.C. 2-seater, suede green with green leather and silver wheels, coachwork indistinguishable, new, leather unmarked, spare tyres unused, quite outstanding and exceptional example; written guarantee; £476; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.I. Tel. Langham 0012. [C2005]

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Mayfair Garages, Ltd., top cash prices for M.G.s.—Balderton St., W.I. Mayfair 5104. [W4096/P]

RALLY good M.G. required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

REQUIRED, good used M.G.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Performance Cars urgently require M.G.—Great West Rd., Brentford, Middlesex. Ealing 2641. [W4041]

C.N.K. MOTORS require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1053]

The Car Mart, LTD., London, wish to purchase T.M.G. cars—382, Streatham High Rd., S.W.16. Streatham 0054. [W4066/R]

URGENTLY required 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Tel. 1681. [4660]

XXX H. F. Edwards offer immediate cash for 1949 M.G. cars—Details, please, to: 200 Great Portland St., London, W.I. Tel. Langham 0012. [W2003]

TOULMIN MOTORS

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J. T. and L, and N. Magnetic exchange service, dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or telephone 0438. [P0349/R]

TOULMIN MOTORS, 343, Stanhope Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [P0349/R]

ROGERS GARAGE, Wellside Ave., Paddenswick Rd., W.S.2. River 2644. [S3054]

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 2641. [S3041/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Herford St., London, W.1. Goro. 4141. [P0504/R]

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies, clutch, postal address, c.o.d., our guaranteed workmanship in all our repairs.—A. E. Wilson, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Tel. 3083. [P0433/R]

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J. T. and L, and N. Magnetic exchange service, dynamos, starters, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4456. [P0208]

MORGAN

GOLDING'S OF NEWMARKET. M.G. 1951 mod. 4/4 two-seater, green; £475; cash terms, part exchange.—Park Lane, Newmarket. Tel. 2476. [6153]

1953 Plus Four 2-seater, 10,000 miles, twin square wing mirrors, spotless; £565.—Richard & Carr, 35, Kinnett St., London, S.W.1. Sloane 5424. [C3045]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORGAN 1951 mod. 4/4 open two-seater, green; £475; cash terms, part exchange.—Park Lane, Newmarket. Tel. 2476. [6153]

1953 Plus Four 2-seater, 10,000 miles, twin square wing mirrors, spotless; £565.—Richard & Carr, 35, Kinnett St., London, S.W.1. Sloane 5424. [C3045]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORGAN—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [P0728/R]

MORRIS MINOR

1953 (Oct. 1952) Morris Minor convertible, black with red soft cover, 11,000 miles, condition as new; £475.—Wright & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Prospect 4455. [P1519]

TANKARD & SMITH, Ltd., offer: 1950 Morris Minor saloon, green/beige upholstery, one owner, superb condition; £395; 3 months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Paxman 4801-2-5. [C4026]

1952 (October) Minor 4-door saloon, exceptional condition, grey, heater, seat covers, Himplathers, screen washers, one owner; 910, Park Lane, N.W.1. R.A.F. Colours, Wilts. or tel. Windlesham 2795 week-end. [P0622]

XXX 1952 (May) Morris Minor saloon, black and chromium, with red upholstery, 7,000 miles, only appearance absolutely as new; written guarantee: £426; terms, exchanges.—H. F. Edwards 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2003]

MORRIS Minors: 1952 black convertible, special head and exhaust system, low mileage, excellent condition; £460; also 1950 beige saloon, very good condition, fitted heater; £425; also 1951 black and white, standard engine, appearance 10,000 miles, good condition; £440; also 1951 black saloon, fair condition, at only £385.—Details from Boxall & Cramley, Tel. Crawley 453. [C4025]

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, black/red or green/grey, 3,000 miles, one owner, choice of black/red, all low mileage, heater, one owner, choice several from £450; 1951 black/beige or grey/beige, heater, one owner, choice several from £450; 1952 black/beige or grey/beige, heater, one owner, choice several from £450; 1953 black/beige or grey/beige, heater, one owner, choice several from £450; 1954 black/beige or grey/beige, heater, one owner, choice several from £450; 1955 black/beige or grey/beige, heater, one owner, choice several from £450; 1956 black/beige or grey/beige, heater, one owner, choice several from £450; 1957 black/beige or grey/beige, heater, one owner, choice several from £450; 1958 black/beige or grey/beige, heater, one owner, choice several from £450; 1959 black/beige or grey/beige, heater, one owner, choice several from £450; 1960 black/beige or grey/beige, heater, one owner, choice several from £450; 1961 black/beige or grey/beige, heater, one owner, choice several from £450; 1962 black/beige or grey/beige, heater, one owner, choice several from £450; 1963 black/beige or grey/beige, heater, one owner, choice several from £450; 1964 black/beige or grey/beige, heater, one owner, choice several from £450; 1965 black/beige or grey/beige, heater, one owner, choice several from £450; 1966 black/beige or grey/beige, heater, one owner, choice several from £450; 1967 black/beige or grey/beige, heater, one owner, choice several from £450; 1968 black/beige or grey/beige, heater, one owner, choice several from £450; 1969 black/beige or grey/beige, heater, one owner, choice several from £450; 1970 black/beige or grey/beige, heater, one owner, choice several from £450; 1971 black/beige or grey/beige, heater, one owner, choice several from £450; 1972 black/beige or grey/beige, heater, one owner, choice several from £450; 1973 black/beige or grey/beige, heater, one owner, choice several from £450; 1974 black/beige or grey/beige, heater, one owner, choice several from £450; 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2014 black/beige or grey/beige, heater, one owner, choice several from £450; 2015 black/beige or grey/beige, heater, one owner, choice several from £450; 2016 black/beige or grey/beige, heater, one owner, choice several from £450; 2017 black/beige or grey/beige, heater, one owner, choice several from £450; 2018 black/beige or grey/beige, heater, one owner, choice several from £450; 2019 black/beige or grey/beige, heater, one owner, choice several from £450; 2020 black/beige or grey/beige, heater, one owner, choice several from £450; 2021 black/beige or grey/beige, heater, one owner, choice several from £450; 2022 black/beige or grey/beige, heater, one owner, choice several from £450; 2023 black/beige or grey/beige, heater, one owner, choice several from £450; 2024 black/beige or grey/beige, heater, one owner, choice several from £450; 2025 black/beige or grey/beige, heater, one owner, choice several from £450; 2026 black/beige or grey/beige, heater, one owner, choice several from £450; 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2092 black/beige or grey/beige, heater, one owner, choice several from £450; 2093 black/beige or grey/beige, heater, one owner, choice several from £450; 2094 black/beige or grey/beige, heater, one owner, choice several from £450; 2095 black/beige or grey/beige, heater, one owner, choice several from £450; 2096 black/beige or grey/beige, heater, one owner, choice several from £450; 2097 black/beige or grey/beige, heater, one owner, choice several from £450; 2098 black/beige or grey/beige, heater, one owner, choice several from £450; 2099 black/beige or grey/beige, heater, one owner, choice several from £450; 2100 black/beige or grey/beige, heater, one owner, choice several from £450; 2101 black/beige or grey/beige, heater, one owner, choice several from £450; 2102 black/beige or grey/beige, heater, one owner, choice several from £450; 2103 black/beige or grey/beige, heater, one owner, choice several from £450; 2104 black/beige or grey/beige, heater, one owner, choice several from £450; 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2118 black/beige or grey/beige, heater, one owner, choice several from £450; 2119 black/beige or grey/beige, heater, one owner, choice several from £450; 2120 black/beige or grey/beige, heater, one owner, choice several from £450; 2121 black/beige or grey/beige, heater, one owner, choice several from £450; 2122 black/beige or grey/beige, heater, one owner, choice several from £450; 2123 black/beige or grey/beige, heater, one owner, choice several from £450; 2124 black/beige or grey/beige, heater, one owner, choice several from £450; 2125 black/beige or grey/beige, heater, one owner, choice several from £450; 2126 black/beige or grey/beige, heater, one owner, choice several from £450; 2127 black/beige or grey/beige, heater, one owner, choice several from £450; 2128 black/beige or grey/beige, heater, one owner, choice several from £450; 2129 black/beige or grey/beige, heater, one owner, choice several from £450; 2130 black/beige or grey/beige, heater, one owner, choice several from £450; 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2196 black/beige or grey/beige, heater, one owner, choice several from £450; 2197 black/beige or grey/beige, heater, one owner, choice several from £450; 2198 black/beige or grey/beige, heater, one owner, choice several from £450; 2199 black/beige or grey/beige, heater, one owner, choice several from £450; 2200 black/beige or grey/beige, heater, one owner, choice several from £450; 2201 black/beige or grey/beige, heater, one owner, choice several from £450; 2202 black/beige or grey/beige, heater, one owner, choice several from £450; 2203 black/beige or grey/beige, heater, one owner, choice several from £450; 2204 black/beige or grey/beige, heater, one owner, choice several from £450; 2205 black/beige or grey/beige, heater, one owner, choice several from £450; 2206 black/beige or grey/beige, heater, one owner, choice several from £450; 2207 black/beige or grey/beige, heater, one owner, choice several from £450; 2208 black/beige or grey/beige, heater, one owner, choice several from £450; 2209 black/beige or grey/beige, heater, one owner, choice several from £450; 2210 black/beige or grey/beige, heater, one owner, choice several from £450; 2211 black/beige or grey/beige, heater, one owner, choice several from £450; 2212 black/beige or grey/beige, heater, one owner, choice several from £450; 2213 black/beige or grey/beige, heater, one owner, choice several from £450; 2214 black/beige or grey/beige, heater, one owner, choice several from £450; 2215 black/beige or grey/beige, heater, one owner, choice several from £450; 2216 black/beige or grey/beige, heater, one owner, choice several from £450; 2217 black/beige or grey/beige, heater, one owner, choice several from £450; 2218 black/beige or grey/beige, heater, one owner, choice several from £450; 2219 black/beige or grey/beige, heater, one owner, choice several from £450; 2220 black/beige or grey/beige, heater, one owner, choice several from £450; 2221 black/beige or grey/beige, heater, one owner, choice several from £450; 2222 black/beige or grey/beige, heater, one owner, choice several from £450;

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

NOVEMBER 1946 Morris 8 2-door de luxe saloon; £265.—Blue Star Garage, 63, Fortune Green Rd., Hampstead, N.W.6. Ham. 2211. [W4031]

1940 Morris 8 Series E saloon, recilibrated, excellent condition; £230.—Aces of Spades, Great West Rd., Hounslow 5476 (Osterley Station, Tube). [C2050]

1936 Morris 8, excellent mechanical condition, body good; £110. Tel. 6 p.m.—Stewart, "Dunvegan," St. Margaret's, Hemel Hempstead. [6002]

1938 Morris 8 2-door saloon, excellent condition, just recilibrated; £159.—Gurney and Barnes, Newbury Cars, Muswell Hill, N.W.10. Tudor 3594. [6197]

1948 (August) Morris 8 4-door saloon, black with brown leather, one owner, in exceptional condition; £355.—Aces of Spades, Great West Rd., Hounslow 5476 (Osterley Station, Tube). [C2050]

1939 Morris 8 Series E saloon, reconditioned engine and gearbox; £155.—£75 deposit, balance over 18 months; exchanges, insurance; 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [195 cars from Stockwell Tube Station passes the door]. [6215]

Morris Eight Cars Wanted
PRIVATELY owned Morris 8—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN
ROUNDABOUT offer:—

1947 Morris 10, in excellent condition throughout; £325.—Roundabout Garage, Western Ave., Greenford, Middlesex. Warlow 1071. [N5058]

£298—Morris 10, reg. Aug. 1947, special dition, fine finish, excellent throughout, exceptionally smart car; many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges; h.p. [C1017]

1948 Morris 10 saloon, black with brown leather upholstery, one owner, first-class condition throughout; £359.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.3. Saloon. [C5004]

1948 Morris 10, one owner, in spotless condition; £265.—Aces of Spades, Great West Rd., Hounslow 5476 (Osterley Station, Tube). [C2050]

Morris Ten Cars Wanted
1948 Morris 10, first-class condition, no dealers.—Tel. Farnborough, Kent, 3605. [6097]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TWELVE
175 gns.—Morris 12 1939 saloon, sliding head, leather, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORRIS EIGHTEEN
£180—Morris 16 1936 saloon de luxe, one owner, 32,000 miles, built-in jacks, exceptional condition.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073]

MORRIS OXFORD
PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford, 3,000 miles, grey, heater, par. exchanges; deferred terms.—Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

BONALLACK & SONS offer for sale:—

1951 Morris Oxford, 20,000 miles, grey, red uphol. extras; £500.—Forest Gate, E.7. Gra. 3464. [6202]

1950 Oxford saloon, heater, re-cond. engine, one owner; £485.—EAD Bros. MOTOR CO. (LONDON) Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1804. [C3048]

CHARLES FOLLIET, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1950 Morris Oxford saloon, grey, one private owner, heater and fog lamp, exceptionally clean and well cared-for car; £485.—SERVICE Works and Stores—Barnsdales Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1952 Oxford, one careful owner, recorded mileage 5,075, in leather; £75.—Speedwell 2564. [6005]

1952 (Sept.) Morris Oxford saloon, black/maroon leather, one owner, 12,300 miles; £550.—J. Fricker, Ltd., Park 5077. [C2016]

1950 (Oct.) Morris Oxford saloon, fitted heater, one owner, 18,000 miles only, immaculate; 3 months' guarantee; £495.—C. & W. MOTORS, Ltd., Queen's Head Garages, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1950 Morris Oxford, 15,000 miles; £485.—John Gray, 20 Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

625 gns.—Morris Oxford 1953 model saloon, birch grey, heater, one careful owner, genuine 7,700 miles, terms, exchanges.—Rowland Smith, Below 425 gns.—Morris Oxford, late 1949 saloon, one owner, good tyres, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [6041]. [C4018]

1951 Morris Oxford saloon, small mileage; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1951 Morris Oxford saloon, one owner, superb; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4018]

MORRIS OXFORD

1949 Morris Oxford saloon, heater, in superb condition, guaranteed; £425.—G. W. Williams, Ltd., Weston Park, Kingston-on-Thames. Kin. 2241. [C4053]

1952 Morris Oxford saloon, very nice condition, taxed; £575.—Halls (Finchley), Ltd., Odenton Parade, North Finchley, London, N.12. Tel. Hillside 1044. [6213]

4000 miles only, 1951 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube, W.C.2. Temple Bar 2588. [C1027]

1952 (August) Morris 8 4-door saloon, black with brown leather, one owner, in exceptional condition; £355.—Aces of Spades, Great West Rd., Hounslow 5476 (Osterley Station, Tube). [C2050]

1939 June, fitted with a nice little car; £215.—One deposit, balance over 18 months; exchanges, insurance; 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [195 cars from Stockwell Tube Station passes the door]. [6215]

TANKARD & SMITH, Ltd., offer: 1951 Morris Oxford travellers' car, grey/red upholstery, one owner, guaranteed; £142-18d. King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloon, grey/red or green/green leather, 3,000 miles, one owner, as new, choice 2 from £619; 1951 grey/green leather, low mileage; £499; 1949 grey/green leather, one owner, £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C1027]

Morris Oxford Cars Wanted
PRIVATELY owned Oxford—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1949 and 1950 good cars urgently required.—Cole's Garages, Worle Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

MORRIS SIX

1951 Morris Six, heater, spot, taxed, recent overhaul including brakes etc., immaculate condition, as new, good tyres, would consider exchange; bargain £450 for quick sale.—Tel. Staines 4779 after 6 p.m. [6195]

Morris Six Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Six Miscellaneous Cars Wanted
R MORASTON MOTOR CO. for your Morris.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [C4006/R]

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [C717/R]

Morris Spares and Service
M MORRIS genuine spares and specialist service in the West End. [C4018/R]

S MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C542/R]

R OGERS GARAGE, Wellesley Ave., Paddewick Rd., W.6. Riv. 2644. [S3054]

NASH

SIMPSON'S offer:—

RHD 1951 Nash sedan 4-door, radio, heater, extras; brown/gold, low mileage. [C4018/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 6891/5905. [C4015]

BARGAIN of the year!!! New 1955-4 show model B Nash Rambler Country Club, 350 miles, overdrive, radio, heater, list price £1,975; our price £1,520!!—A.Z. Motors, Palmerston Rd., N.W.6. Tel. May 4723. [C1010]

NASH 1951 Ambassador de luxe saloon, grey, late property Nash Corp, executive, complete with twin front heaters, overdrive, unused set front and rear seats; £61.195.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [C4984]

OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile 2-door, radio, heater, electric window. Hydramatic, black, 22,000 miles. [C4015]

1949 Oldsmobile sedan 4-door, radio, heater, Hydramatic, grey, moderate mileage. [C4015]

1947 Oldsmobile 4-door, green, moderate mileage. [C4015]

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 6891/5905. [C4015]

B. J. HUNTER, Ltd., offer:—

1947 Oldsmobile streamline saloon, hydramatic extras; £495. [C4015]

H. GUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales service Tel. 530-1. Spares—Blindley Heath, Nr. Lingfield, Surrey. Tel. 6217/R

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £225; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

£275!!—1939/40 6-cylinder drop head foursome coupe, steering column gear shift; radio, heater, leather, excellent tyres, a lovely fast economical roomy car.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2002]

OLDSMOBILE

£1750—1952 Oldsmobile Rocket saloon, 3,800 miles only, heater, radio, seat covers. l.h.d.—Woking Motors (Maybury Hill), Ltd., Woking 1298. [C4057]

£666!!! Oldsmobile torpedo-shaped sports saloon, 1948-1952 series; specimen condition throughout and looks, worth a million dollars; 3 months' guarantee; hire purchase available.

L AMBS of Wood Green Finchley Showrooms, 421-423, High Rd., Finchley, N.2. Finchley 6221 (East Finchley Underground).

1951 Oldsmobile 88 4-door saloon, hydraulic, radio, heater, 20,000 miles, l.h.d.; £1,395.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube, W.C.2. Tel. 530-1. [C1027]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembroke Villa (nr. Westbourne Grove), W.11 (Baywater 6626-7). [C1056/R]

Oldsmobile Cars Wanted
OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent models Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerard 8600. [C1027/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers—Wembley 6891/5905. [W4015/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blundie Heath, nr. Lingfield, Surrey. Tel. 530-1. Will buy post-and-pre-war models at good prices. [C1015/R]

OPEL

OLYMPIA 11.5 saloon, 1957, good tyres, four-speed gearbox, any trial; £70; hire purchase—Primrose 6159. [C1015]

MAYER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service—1-6, Southampton St., Southampton Tel. 3266/4944. [C1026/R]

79 gns.—Opel Cadet, October 1957, saloon, good condition, terms, exchange; last 6 days open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel—Hampstead (Tube), N.W.3. Ham. 6041. [W4018-R]

Opel Spares and Service

ANCASHIRE, Cheshire and North Wales distributors for Opel.

A PRIMA, Ltd., Grosvenor Garage, Burnage 1051/R

R REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9.5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [C1024]

PACKARD

GUY ALFREDS & Co., Ltd.—1950 Packard saloon.

1936 Warren St., W.1. Euston 3266. [C1005]

1938 Packard 6-cylinder Club coupe, recent maker's overhaul, original unmarked coachwork.—Taylor & Craven, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. S10. 5213. [C4026]

LATEST current model Packard Clipper, power 5,000 miles, as new; also Packard convertible, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

£950 offer for £55 deposit, Packard 27 Dagenham type wooden utility, 1957, 4 doors, 7 seats, engine, chassis, interior, good condition, £650 terms and exchanges.—Roy's Automotives, Ad. 127, Fulham Rd., N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059]

LIMOUSINES, 1959 Super-32hp, also 1957 (Both De Luxe £1595 model Coachwork), black, forward occasions, magnificent condition carriages, certified mechanically, selection from £325. Aipe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

Packard Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex.

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers—Wembley 6891/5905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards.

—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard.

L Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex.

Ealing 3400. [C4069/R]

PEUGEOT

TYPE 203, August 1951, l.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate.

£585—Chippstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

PLYMOUTH

SIMPSON'S offer:—

1949-50 Plymouth station wagon, radio, heater all extras, l.h.d. grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 6891/5905. [C4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

495 R.H.D., column gear change, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

PONTIAC

SIMPSON'S offer:—

RHD 1949-50 Pontiac 2-door, radio, heater, moderate mileage, windscreen washers, champagne pink.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/3903.

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8891/3903. [W4015/R]

Pontiac Spares and Services

FOR Pontiac spares and Pontiac service. U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Paxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [C4015/B]

PORSCHE

A.P.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C3015]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [10621/R]

Porsche Cars Wanted

REQUIRED, good used Porsche.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

RACING CARS

COOPER'S GARAGE (SURREBYTON), Ltd., of Surbiton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [10621/R]

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vauxhall 5181. [10333/R]

1937 Railton 8-cylinder foursome drop head coupe, excellent condition; £295.—Lawton-Goodman, 36, North Audley St., W.1. [C2022]

1938 (November) Railton Cobham saloon, excellent condition throughout; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2041]

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [10650]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. [C4004]

BRADSTOCK MOTORS, Ltd.

1952 (August) Renault 750 de luxe, fitted heater, one owner, low mileage, excellent condition.—Chase Rd., Epsom. Tel. 633. [C1090]

HAROLD SIMONS, Ltd., offer:—

LATE November, 1950. Renault 6hp saloon, 55 m.p.h., guaranteed lovely condition throughout; 3 months' written guarantee; service after; 100 miles, deferred trade encashment welcome.—Harold Simons, 397-401, High Rd., East Finchley, N.2 (at North Circular Road); 3 minutes Trolley East Finchley (Tube). Finchley 0052-53. [C4065]

WELHAM'S RENAULT SALES & SERVICE, Surbiton, Sutton Hill Rd., Surbiton, Elmbridge 1873, offer:—**RENAULT** 750 saloons, 1953 to 1954, choice of 4; from £455.

RENAULT.—1948 8.3 utility; £185.

RENAULT.—1938 12hp drop head coupe, dicky; £195.

RENAULT.—1937 18hp saloon de luxe; £150. [C4070]

1949 Renault 8 saloon, excellent guaranteed; £270.—Vaughan, 17, Astwood Mews, S.W.7. [C4038]

£395—1950 Renault 760 saloon, green, beige up-holstery, recorded mileage 18,000; a one-owner car in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

PART exchange clearance! 1939 Renault 12 drop head coupe, £125; also 1934 12 saloon, £75; both excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

£385—1950 Renault 760 saloon, fawn with red up-holstery, spotlamp, Bray immersion heater, a specimen car.—John Lampitt, Talbot Inn, Cirencester. Tel. 760. [5989]

1953 Renault 750 saloon, blue. Motorola, 5,000 miles, beautiful condition, recommended, trials welcomed; £525; exchanges deferred.—B. Ringie, 46, Warren St., W.1. Euse 3575. [6205]

395—Renault 750, late 1951, saloon, flashing indicators, one owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1939 12hp supercharged special modified body Renault, 1939, outstanding performance, maroon, looks and drives like new, interior lined, numerous lux de luxe extras, 80 mph upshift; bargain; £150 quick sale; photo 6d.—Mr. Parker, "Woodview," Buckhurst, nr. Monmouth. [6130]

RENAULT

RENAULT 750, blue, de luxe model, with chromium headlamps, and leather Dunlopillo upholstery, 1953 combination with twin S.U. racing manifold, giving terrific acceleration, high maximum speed, yet 50mgs; special suspension giving better roadholding, nearly new tyres, and in nearly new condition throughout, radio, defroster, Lucas spot lamp; £500 or close offer.—Derrington 159, London Rd., Kingston-on-Thames, Kingston 5621. [C1071]

Renault Cars Wanted

RALLY good rear-engined Renault required.—Stradling, 30, Harley House, London, N.W.1. [W1068]

MAYFAIR GARAGES, Ltd., top cash prices for Renaults.—Balderstone St., W.1. Mayfair 3104. [10416]

RICEARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5242. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renaults.—Hampstead (Tube), N.W.3. Hams 6041. [W4018/R]

Renault Spares and Services

GLENFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 10531. [10811/R]

RILEY

RILEY

RILEY

RILEY Falcon 1½-litre, 1957, good condition; £235.—Bow 5618 6-6 p.m. [6098]

CAMDEN MOTORS for Riley's.—1949 1½-litre saloon, excellently maintained, nominal mileage; £395.

CAMDEN MOTORS for Riley's.—2½-litre saloon, 1948 series, fittings, heater and seat covers, original maroon finish, beautifully maintained, engine decked and generally overhauled; £595.

CAMDEN MOTORS for Riley's.—1½-litre saloon 1947, late registration model with some 1948 features; lately owned by local bank official and used for weekend motoring only; £545; earlier 1947 model from £495.

CAMDEN MOTORS for Riley's.—other Riley's including 1950 1½-litre saloon, 1949 2½-litre saloon, Adelphi and Kestrel, 1939-40, from £325; and eight 9hp Riley's, all models, from £145.

CAMDEN MOTORS for Riley's, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [10077/R]

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [1079/R]

1939 Riley 12 saloon, excellent condition; £250.—Chairman Bros., Shanklin Rd., London, N.E. Mountview 3283. [C1056]

1947 (December) Riley 1½-litre saloon, grey/red, radio, excellent condition; £325.—Dobsons, Ltd. (Riley Agents). Staines 801. [C1074]

1953 (Jan.) Riley 1½-litre saloon, maroon with red leather interior, one owner, guaranteed 10,000 miles, as new; £455. Below.

1950 (April) Riley 1½-litre saloon, black with green leather, one owner, as new; £685; terms, exchanges.—Gibsons Sports Cars (Exhibition Rd.), Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [5768]

1936 Kestrel 9 saloon, black, preselector, whole car in absolutely tip-top condition, say trial; £225.—Whitton, 14, Lysias Rd., S.W.12. [6063]

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 5641. [C3041]

MAIDSTONE ENGINEERING Co.

1950 Riley 1½-litre Sportsman's saloon, this is a Riley without doubt one of the finest examples we have offered recently in most beautiful original condition, fitted demisters on both windscreen and rear windows, almost new radio, nice heater, excellent tyres, just fitted new battery, two owners from new and in most immaculate condition throughout; £550.

1947 Riley 1½-litre saloon, finished in the original and unmarked, black with red leather interior, this is a low mileage car, in really excellent condition throughout; £445, terms, exchanges.

BOTH of the above cars have been cleaned under pressure and sprayed with Rubbasol, both cars are also fitted with Bluecol antifreeze and are fitted with heaters.

CROSS ST. Pendleton, Salford, 6, Manchester. Pen. 5457. [C3045]

1936 Riley 9 special series Kestrel, superb condition, enthusiasm maintained all year, 35mgs; £190 o.n.o.—Evening, Emberbrook 4455. [G254]

£225—1937 Riley 9hp Monaco saloon, exceptionally clean, £75 down.—Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6490. [C1034]

1952 (Dec. 1951) Riley 2½-litre saloon, black, brown leather, Tycon covers, heater, screen washers, 50,000 miles; £475.—Hatch End 1577, business hours. [5252]

1952 1½ Riley saloon, green, fitted wireless and heater, interior, etc., in immaculate condition; £795. Evening Cars Ltd., Aquarius House, 45, Penarth Rd., Cardiff. Tel. Cardiff 32094. [6023]

1949 (September) Riley 1½-litre saloon, black with green leather, full equipment, one owner, 10,400 miles only; £645.—A. Dow & Co., 18, Hardman St., Liverpool, 1. Tel. Royal 5037. [10532]

ALL Riley sales and service facilities available at our main deposit, new and second-hand bargains; by appointment by appointment.—Coventry Motor Mart, Ltd. The Riley Distributors, London Rd., Coventry. Tel. 2146. [10446/R]

Riley Cars Wanted

R**OWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Hams 6041. [W4012/R]

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood Woods, 8, Tel. 58236/7. [10054/R]

EXCEPTIONALLY high prices paid for Riley's in good condition.—Mayfair 0131. [W3008]

PERFORMANCE cars urgently require Riley's.—Great West Rd., Brentford, Middlesex. Ealing 5641. [W3111]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [1775]

C.N.K. MOTORS require clean pre-war Riley's.—553, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

POST-WAR Riley cars wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [5441]

CLARKE & SIMPSON require only immaculate post-war models.—49, Sloane Sq., S.W.1. Sloane 4727. [W1048]

ENTHUSIAST offers £500 for post-war Riley 1½, good body essential.—15, Michael Rd., London, S.18. [5225]

POST-WAR Riley's urgently required, best cash prices.—Ho Brook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [1501]

GOOD 2½ 1950-51 5-seater sports Riley required by private buyer. All particulars and price to—Wilkes, Regent Hotel, Cheltenham. Tel. 2956. [5953]

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [1069/R]

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch. Tel. 1681. [14653]

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Riley's with guaranteed history and mileage.—300, Deansgate, Manchester, 3. Bls. 332. [1502]

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

PRIVATE buyer requires 2½ Riley saloon, about 1950. One owner, low mileage preferred.—Details to H. Holdenhurst Ave., Boscombe East, Bournemouth. Tel. Southbourne 45476. [C6079]

Riley Spares and Services

HARTLEY'S for Riley, spares and service.—165-171 Stansted Rd., Forest Hill, S.E.23. Forest Lane [C2244/5]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501.

J. JAMES GORDON, Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical, and coach repairs.—Carvers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [C092/R]

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [C1840]

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1947 2-door saloon coupe by Saoutchik of Paris; painted blue and upholstered in maroon and beige leather, speedometer reading 21,000 miles; price £2,650.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

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LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1949 James Young 4-door razor edge sports saloon, black with blue hide, 16,000 miles; £3,550.

1948 James Young 2-door razor-edge sports saloon, black with brown hide, 16,000 miles; £3,350.

1937 James Young III sports saloon, dark blue with blue hide, 62,000 miles; £1,650.

1937 James Young 2-door saloon, black with blue and cloth upholstery; £950.

1935 James Young sports saloon with division, green with green hide; £950.

We are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052]

PB, Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, engine just completely overhauled, exceptional car.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3053]

JACK OLDING, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1948 Silver Wraith Park Ward saloon, one owner, black/beige hide, undergoing renovation, 35,000 miles; £2,650.

1938 25/30 Thrupp & Maberly sports saloon, black/brown hide; £1,450.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5342. [C3050]

FRANK DALE offers:—

1947 Phase III foursome d.h. coupe by Gurney Nutting.

1937 Phase III foursome d.h. coupe by Gurney Nutting.

1939 25/30 foursome d.h. coupe Replica; £425.

1935 25hp owner-driven sports saloon, specimen car, £1,000.

61 Lancasters, Lancaster Gate, W.2. Paddington 4681. [C1067]

RUSSELL MOTORS offer:—

1939 Rolls-Royce 25/30 GXR series 4-door sports saloon by Cockshoot, radio, heater, screen washers, etc., exceptional condition throughout.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9268. [C3060]

VINTAGE AUTOS offer:—

A SELECTION of 10 pre-war Rolls, including

ROLLS 20/25 smart, small owner-driver saloon with detachable boot, new tyres, etc., mint condition; £495.

ROLLS 20/25 owner-driver saloon, new tyres, bat-

teries, etc.; £145.

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. [C24039]

KNIGHTSBRIDGE MOTORS, Ltd.

1933 (December delivery) 25hp owner-driver sports saloon by Hooper, black and green, bucket seats to front; £725.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065]

CHIPSTEAD MOTORS, Ltd., offer:—

ROLLS-ROYCE

20hp 1929 Hooper fixed head sports coupe, recalls-
lored blue and black, specimen; £395.

20hp modernized and fitted beautiful 4-door con-
vertible Tickford sports body by Salmons, 1938
specimen, tan recolored dual colours, specimen; offe-

25hp 1934 series very fine Thrupp & Maberly F.d.
coupe, black/red, new leather hood, specimen

chassis, lovely car; £685.

25 (Feb., 1933) owner driver Van den Plas, beige
beige leather, boot, disc, bumpers, absolutely

immaculate; £1,050.

PHANTOM II Continental, Owen Gurney Nutting
sedanca coupe, late 1933, dark green, reconditioned
engine, etc., late property of film star, specimen; offe-

PHANTOM II late 1935 model, fitted new stream-

lined foursome drop head coupe body 1946-7, white
etc., without doubt the most attractive P.2 in the

country; £1,250.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-

Cington, London, S.W.3. Flaxman 0052/7255/7154. [C1046]

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by

Thrupp & Maberly, blue and black, privately owned,
serviced recently by works; £1,150.—Watford

Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C1024]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III, fitted with very

attractive Park Ward owner-driver limousine with de

ville extension; this car has only completed

500 miles since Rolls-Royce overhaul at a cost of

£800; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

Rd., Guildford 62907-8-9. [C1057]

25hp Rolls owner-driver hard top close-coupled sal.,

radio, heater, ex. cond. TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. [C4029]

ROLLS-ROYCE 40/50 Phantom II (February, 1934)

sports saloon with boot, magnificent condition; £375.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025]

1939 Rolls-Royce Phantom III, dark

blue, mileage 77,000, chauffeur maintained; £6245.

1940 Rolls-Royce, owner-driver, Wraith body by

T. Croydon 7464. [C523]

1934 20/25 H. Mulliner owner driver saloon; £625.—C. V. Rushmer, 39, Holland Park, W.11. Park 5751. [C5061]

1939 Rolls Wraith, owner driver, modern semi-

razor edge sloping boot, 62,000 miles, overhauled; £6242.

CAMDEN MOTORS, for Limousines.—The largest

selection in the country, over 60 in stock; see full page advert. age 47 in this issue. [C1055]

1935 20/25 7-passenger limousine, one owner, far-

est Stratos, Ltd., 10, Berkeley St., W.1 (Mayfair 9060).

FUNERAL trade, 1937 Rolls complete with brand new

hearse body; also 1935, written guarantee. Wraith chassis, ready for any type body to suit your require-

ments. Write to Kew Gardens, Richmond 1161. [C6105]

ALPE & SAUNDERS (COACHBUILDERS), Ltd., A

Head Office, Horse Guards Station Approach, Kew Gardens, Richmond 1161. [C6105]

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons

and also limousines, especially low prices.—Claude

Burgoynes & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, London W6 7644. [C5066]

1928 20hp chassis fitted with attractive sports

saloon body in 1936, one owner since that time, and recent engine overhaul; £295.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1057]

1929 Rolls-Royce saloon car, Hooper body, by suc-

cession, February 19th, 1936, The Lodge, South

Warnborough, Hants.—Alfred Pearson & Son, Fleet Rd., Fleet, Hants. Tel. 1066. [C620]

GUY ALFREDS & Co. Ltd.—1931 Rolls 20/25 owner-

driver saloon, and examination given, above aver-

age condition; 1935 model Rolls-Royce saloon, owner-

driver, swept back, ride control.—6-7, Warren St., W.1. Euston 3268. [C1057]

1933 (de luxe) Rolls-Royce 20/25 Barker 4-door

sedan, fitted drop division, in really exceptional

condition throughout; £495.—Jacques

Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1935 Rolls 20/25, one owner-driver sports saloon,

with large swept boot, superb condition

throughout, with four spares and 'Ace' dashboard; £700.—Wood Lane Garage, Timperley, nr. Manchester. Ringway 3160. [C622]

£295—Rolls-Royce 20/25 1932 Park Ward owner-

driver, delightful condition, grey colour

mechanically above reproach and motors as it should;

outstanding value at £295; terms, exchanges.

C.N.K. MOTORS, 553, Finchley Rd., Hampstead, N.W.3. [C1052]

20/25 Rolls-Royce owner-driver saloon, exceptionally pretty lines, excellent mechanical

condition; £675; also 1935 Rolls-Royce Phantom II

owner-driver saloon, £695; and 20, 25 Rolls-Royce 7-

25, 30, 35, 40, 45, 55, 65, 75, 85, 95, 105, 115, 125, 135, 145, 155, 165, 175, 185, 195, 205, 215, 225, 235, 245, 255, 265, 275, 285, 295, 305, 315, 325, 335, 345, 355, 365, 375, 385, 395, 405, 415, 425, 435, 445, 455, 465, 475, 485, 495, 505, 515, 525, 535, 545, 555, 565, 575, 585, 595, 605, 615, 625, 635, 645, 655, 665, 675, 685, 695, 705, 715, 725, 735, 745, 755, 765, 775, 785, 795, 805, 815, 825, 835, 845, 855, 865, 875, 885, 895, 905, 915, 925, 935, 945, 955, 965, 975, 985, 995, 1005, 1015, 1025, 1035, 1045, 1055, 1065, 1075, 1085, 1095, 1105, 1115, 1125, 1135, 1145, 1155, 1165, 1175, 1185, 1195, 1205, 1215, 1225, 1235, 1245, 1255, 1265, 1275, 1285, 1295, 1305, 1315, 1325, 1335, 1345, 1355, 1365, 1375, 1385, 1395, 1405, 1415, 1425, 1435, 1445, 1455, 1465, 1475, 1485, 1495, 1505, 1515, 1525, 1535, 1545, 1555, 1565, 1575, 1585, 1595, 1605, 1615, 1625, 1635, 1645, 1655, 1665, 1675, 1685, 1695, 1705, 1715, 1725, 1735, 1745, 1755, 1765, 1775, 1785, 1795, 1805, 1815, 1825, 1835, 1845, 1855, 1865, 1875, 1885, 1895, 1905, 1915, 1925, 1935, 1945, 1955, 1965, 1975, 1985, 1995, 2005, 2015, 2025, 2035, 2045, 2055, 2065, 2075, 2085, 2095, 2105, 2115, 2125, 2135, 2145, 2155, 2165, 2175, 2185, 2195, 2205, 2215, 2225, 2235, 2245, 2255, 2265, 2275, 2285, 2295, 2305, 2315, 2325, 2335, 2345, 2355, 2365, 2375, 2385, 2395, 2405, 2415, 2425, 2435, 2445, 2455, 2465, 2475, 2485, 2495, 2505, 2515, 2525, 2535, 2545, 2555, 2565, 2575, 2585, 2595, 2605, 2615, 2625, 2635, 2645, 2655, 2665, 2675, 2685, 2695, 2705, 2715, 2725, 2735, 2745, 2755, 2765, 2775, 2785, 2795, 2805, 2815, 2825, 2835, 2845, 2855, 2865, 2875, 2885, 2895, 2905, 2915, 2925, 2935, 2945, 2955, 2965, 2975, 2985, 2995, 3005, 3015, 3025, 3035, 3045, 3055, 3065, 3075, 3085, 3095, 3105, 3115, 3125, 3135, 3145, 3155, 3165, 3175, 3185, 3195, 3205, 3215, 3225, 3235, 3245, 3255, 3265, 3275, 3285, 3295, 3305, 3315, 3325, 3335, 3345, 3355, 3365, 3375, 3385, 3395, 3405, 3415, 3425, 3435, 3445, 3455, 3465, 3475, 3485, 3495, 3505, 3515, 3525, 3535, 3545, 3555, 3565, 3575, 3585, 3595, 3605, 3615, 3625, 3635, 3645, 3655, 3665, 3675, 3685, 3695, 3705, 3715, 3725, 3735, 3745, 3755, 3765, 3775, 3785, 3795, 3805, 3815, 3825, 3835, 3845, 3855, 3865, 3875, 3885, 3895, 3905, 3915, 3925, 3935, 3945, 3955, 3965, 3975, 3985, 3995, 4005, 4015, 4025, 4035, 4045, 4055, 4065, 4075, 4085, 4095, 4105, 4115, 4125, 4135, 4145, 4155, 4165, 4175, 4185, 4195, 4205, 4215, 4225, 4235, 4245, 4255, 4265, 4275, 4285, 4295, 4305, 4315, 4325, 4335, 4345, 4355, 4365, 4375, 4385, 4395, 4405, 4415, 4425, 4435, 4445, 4455, 4465, 4475, 4485, 4495, 4505, 4515, 4525, 4535, 4545, 4555, 4565, 4575, 4585, 4595, 4605, 4615, 4625, 4635, 4645, 4655, 4665, 4675, 4685, 4695, 4705, 4715, 4725, 4735, 4745, 4755, 4765, 4775, 4785, 4795, 4805, 4815, 4825, 4835, 4845, 4855, 4865, 4875, 4885, 4895, 4905, 4915, 4925, 4935, 4945, 4955, 4965, 4975, 4985, 4995, 5005, 5015, 5025, 5035, 5045, 5055, 5065, 5075, 5085, 5095, 5105, 5115, 5125, 5135, 5145, 5155, 5165, 5175, 5185, 5195, 5205, 5215, 5225, 5235, 5245, 5255, 5265, 5275, 5285, 5295, 5305, 5315, 5325, 5335, 5345, 5355, 5365, 5375, 5385, 5395, 5405, 5415, 5425, 5435, 5445, 5455, 5465, 5475, 5485, 5495, 5505, 5515, 5525, 5535, 5545, 5555, 5565, 5575, 5585, 5595, 5605, 5615, 5625, 5635, 5645, 5655, 5665, 5675, 5685, 5695, 5705, 5715, 5725, 5735, 5745, 5755, 5765, 5775, 5785, 5795, 5805, 5815, 5825, 5835, 5845, 5855, 5865, 5875, 5885, 5895, 5905, 5915, 5925, 5935, 5945, 5955, 5965, 5975, 5985, 5995, 6005, 6015, 6025, 6035, 6045, 6055, 6065, 6075, 6085, 6095, 6105, 6115, 6125, 6135, 6145, 6155, 6165, 6175, 6185, 6195, 6205, 6215, 6225, 6235, 6245, 6255, 6265, 6275, 6285, 6295, 6305, 6315, 6325, 6335, 6345, 6355, 6365, 6375, 6385, 6395, 6405, 6415, 6425, 6435, 6445, 6455, 6465, 6475, 6485, 6495, 6505, 6515, 6525, 6535, 6545, 6555, 6565, 6575, 6585, 6595, 6605, 6615, 6625, 6635, 6645, 6655, 6665, 6675, 6685, 6695, 6705, 6715, 6725, 6735, 6745, 6755, 6765, 6775, 6785, 6795,

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LARGEST official repairers Rolls-Royce cars.

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St., Chelsea, S.W.3. Off Chelsea Embankment, near
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Tel. Cunningham 5836-7-8. [C0614/R]ALL spares for 20 and 25hp Phanton I and Phanton
II chassis; also reconditioned replacement engines
guaranteed for 12 months for the above models; full
repair service at reasonable charges; also wheels, S.E.19.
—Compton, 69, Westow Rd., Crystal Palace, S.E.19.
LIV. 3362. [C0604/R]

ROVER 10

BRADSTOCK MOTORS, Ltd., offer:

1946-7 Rover 10 saloon black, brown leather,
fitted radio and heater, low mileage, ex-
cellent condition throughout; £465.—Chase Rd., Epsom.
Tel. 635. [C1090]1940 model Rover 10 black saloon, heater one
1940 owner, good condition.—Tel. Tilbury 674. [C5006]CAMDEN MOTORS, for Rover 10s.—Full range of
all models.—See full page advert. page 47 this issue. [C1035]1939 Rover 10 saloon, grey, one careful owner,
54,900 miles only; £265.—Whitby & Harper,
Ltd., 174, Upper Richmond Rd., S.W.14. Pro. 445. [C1061]295 gns.—Rover 10, 1940 model saloon, sliding head,
leather, very good condition, terms exchange
list; open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROVER 12

1939 Rover 12 saloon, with radio; £225.—Speedwell
2564. [C0615]CAMDEN MOTORS, for Rover 12s.—Full range of
all models.—See full page advert. page 47 this issue. [C1035]A.Z. MOTORS offer 1946 Rover 12 de luxe saloon,
perfect condition, Rover maintained throughout;
£475.—Palmerston Rd., N.W.5. Mai. 4725. [C1011]1947 (September) Rover 12 6-light saloon, black
with fawn upholstery, fitted heater, fog
lamp, low mileage, one owner, original condition; £495.
hire purchase and part exchanges.JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.
North 4441. [C1036]£485!!! 1946 Rover 12 saloon, drive it, it feels
less, one of the finest Rovers we have had; 5 months'
garanty, hire purchase, £495.—Albion, 12, High Rd.,
Lambeth, London, S.W.12. Finchley Showrooms, 421-
423, High Rd., Finchley, N.12. Finchley 6221. (East
Finchley Underground.) [C2052]£295—Rover 12 saloon, 1937 model, approximately
£250 spent on reconditioning; gift for the
dernier purchaser.—Chippendales Motors, Ltd., 197, Ful-
ham Rd., Kensington, London, S.W.3. Faxman 2285.
7253/T154.395 gns.—Rover 12, 1946 de luxe saloon, sliding head,
leather, excellent condition, choice of 4 Rover
12s; terms, exchanges, list; open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube), Hampstead 6041. [C4018]

ROVER 14

CAMDEN MOTORS, for Rover 14s.—Full range of

all models.—See full page advert. page 47 this issue. [C1035]

1938/9 Rover 14 de luxe saloon, black, blue leather
interior, any trial or inspection; £275. [C6237]£195—1937 Rover 14 sports saloon, unrepeatable
bargain; £195 or £70 down.—Bray Motors,
180-184, West End Lane, N.W.6. Hampstead 6492. [C1024]1939 Rover 14 de luxe saloon 6-light, 1947 features,
original condition throughout; £295.
exchanges, terms.—Palmer's, 5, Russell Gardens, Merton,
Kensington, W.14. Park 7904. [C3034]1939 Rover 14 saloon, black/brown leather, two
owners from new, reconditioned engine, excellent
body and mechanicals; £285.—Gordon White &
Co., Ltd., Gerrards Cross 7077. [C1049]£475!!!—1946 Rover 14 de luxe saloon, speedo-
meter reads 24,000 miles, whole vehicle like brand
new and immaculate; £300; 3 months' guarantee;
hire purchase exchanges.AMB'S of Wood Green, Finchley Showrooms, 421-
423, High Rd., Finchley, N.12. Finchley 6221. (East
Finchley Underground.) [C2052]

ROVER 16

1947 Rover 16 4-light sports saloon, one owner,
beautiful condition; £495.—a. Cromwell
Mews, South Kensington, P.R. 0515. [C2014]

ROVER 80 & 75

NEWNHAMS Ltd. 1952 Rover 75 saloon, black, loose covers, carefully
used; £995. [C5024]NEWNHAMS House, 235-7-9, Hammersmith Rd., Lon-
don, W.6. Riverside 4646. [C5024]

PHILIP RICKARDS, Ltd., offer:

1953 Rover 75, black, radio, covers, 9,000 miles;
perfect; part exchanges, deferred terms, 4.
Brick St., Park Lane, London, W.1. Grosvenor 4772/3.
[C5051]

ROVER 80 & 75

COX'S, of Leicester!!!

COX'S—Specialists in carefully used Rovers, largest
selection.COX'S—1950 Rover P.4, black with green leather,
fitted radio and heater, low mileage, faultless condition;
£535.COX'S—1955 (March) Rover P.4, 4,000 miles, black,
red leather, fitted heater, cigar lighter, additional
lamps; £1,125.COX'S have several other fine examples of Rover
cars for your choice.

COX'S terms, exchange.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit
St., Leicester. Tel. 6031. [C1059]

GUY SALMON AUTOMOBILES offer:

1950 Rover 75 P.4 saloon, ivory/red leather, 25,000
miles, excellent condition; £795.—Portsmouth
Ed., Thames Ditton, Surrey. Emberbrook 5551-2-3.
[C4001]

PHENIX MOTOR CO. (SURREY), Ltd., offer:

1948 (Sept.) Rover 75 P.3 saloon, black, red uphol-
ster, fitted loose covers, moderate mileage,
an exceptional example of this series; £505.PHENIX MOTOR CO. (SURREY), Ltd., High St.,
Sutton, Surrey. Vigilant 1121. [C5044]1953 Rover 75 saloon, radio, etc., 8,000 miles.—
Waybridge 600. [C4023]1951 Rover 75 4-door saloon, 13,000 miles, im-
maculate; £550. [C5050]A. FREEMAN, Ltd., Grosvenor Garage, Burnage
Lane, Manchester, 19. Rus 2374-5. [C6136]CAMDEN MOTORS, for Rover 80s.—See full page
advert page 47 this issue. [C1035]1951 Rover 75 saloon, black, equipped with radio
and various extras; £575.PARKERS, Ltd., 176, Deansgate, Manchester. Deans-
gate 4507. [C6149]1952 (Oct.) Rover 75 sal., blue, 15,000 miles, one
owner, H.M.V. radio, as new; £1,025.TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 3338. [C4028]CAMDEN MOTORS, for Rover 75s.—Full range of
all models.—See full page advert page 47 this issue. [C1035]1951 Rover 75 saloon, black, equipped with radio
and numerous extras; a car we can thoroughly recom-
mend; price £585. [C1035/1]1953 Rover P.4 saloon, black, grey leather, extras,
8,000 miles, superb condition; £1,085. [C5030]1952 (first registered) Rover 75, beautifully main-
tained, only moderate mileage, guaranteed for
3 months; £1,045.—J. Coxeter & Co., Ltd., Oxford. Tel.
2275-6. [C6211]1951 Rover 75 saloon, black, 17,000 miles only from
new, one careful owner, fitted H.M.V. radio
and numerous extras, a car we can thoroughly recom-
mend; price £585. [C1035/1]NEWTON OF HUDDERSFIELD, Automobile Distribu-
tors, Huddersfield. Tel. Huddersfield 3311 (3 lines).
[C5067]FERNHILL HEATH MOTORS offer:—1951 Rover P.4
saloon, black with red leather, 16,000 miles, heater,
as new throughout; £865; exchanges.—Fernhill Heath
Motors, Worcester. Tel. Fernhill Heath 370. [C6091]ROSE & YOUNG, Ltd., offer 1948 Rover 75 saloon,
F. fitted radio and heater, exceptional condition, grey;
£545.—65-69, Stenhouse Ave., Streatham Hill, S.W.2.
(1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]A.Z. MOTORS offer director's own Rover, 1951 (July)
P.4 black, leather, superb condition, 16,000 miles
unning, maintained. Rovers throughout, heater,
radio, loose covers, link mats, any examination, real
opportunity; £875.—A.Z. MOTORS, Palmerston Rd.,
N.W.6. Mai. 4723. [C1011]XXX 1949 (May) Rover 75 saloon, a really im-
maculate one-owner car, black with red
leather, H.M.V. radio and loose covers, delightful per-
formance, a car which a Rover enthusiast would be
proud to own, written guarantee; £260; terms, ex-
changes.—H. F. Edwards, 200, Great Portland St., Lon-
don, W.1. Tel. Langham 0012. [C2003]

LAND-ROVER

OFFERED by:

EVANS (WIMBLEDON), Ltd.—A selection of high-
grade used Land-Rovers with 3 months' specific
guarantees.—Evans (Wimbledon), Ltd., Rover Main
Dealers, Alexandra Rd., Wimbledon 0165/4. [C5111]HARVEY HUDSON, Ltd. (The Land-Rover Special-
ists), offer:Land-Rover, 9,000 miles, one owner, in out-
standing condition; £595.—Harvey Hudson,
Ltd., Woodford, London, E.18. Wanstead 0056. [C2039]1950 Land-Rover, 35,000 miles, very good con-
dition; £275, choice of several others from
£250.—Dunham & Haines, 46, Castle St., Luton
2100-1. [C1079]

Land-Rover Cars Wanted

LAND-ROVER wanted, good condition essential.—
The Drive, Ilford. Val. 1487. [C6086]OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Land-Rover.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]HARVEY HUDSON, Ltd. (The Land-Rover Special-
ists), wish to buy Land-Rovers.—Woodford, Lon-
don, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

BEARTS of Kingston, Rover Specialists, sales, spares,
repairs.—102, London Rd., Kingston, London, S.15.
[C5051] 1008/R

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor
2267.)HENLY House, 385, Euston Rd., N.W.1. (Euston
4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7043).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Rover.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

COOMBE & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover
cars; offers appreciated.—Portsmouth Rd., Guild-
ford. Tel. 62907. [0242/R]PRIVATE buyer requires 1939 Rover 80 drop head 16
or sports saloon considered.—Box 3177. [6244]BLAKES, Rover agents, will purchase any Rover car.
—110, Bold St., Liverpool, 1. Tel. Royal 6622.
[7736]FULL value paid for Rover or similar; trade or
privately.—54, Streatham Hill, S.W.2. Tulse Hill
2676. [W3016]POST-WAR Rovers urgently required, best cash prices.
—Holbrook Motor Co., Ltd., Richmond, Surrey.
Richmond 4014. [W2038]R. P. POWELL MOTORS, Ltd., East London area
dealers.—Good used Rover cars required.—321,
Romford Rd., Forest Gate, E.7. Maryland 4818.
[0436/R]XXX H. F. Edwards offer immediate cash for
good Rover cars.—Details, please, to:
200, Great Portland St., London, W.1. Tel. Langham
0012. [W2003]

Rover Spares and Service

LATHWOOD'S GARAGES, Ltd., 203, St. James's
Rd., Croydon, Tho. 1222. Main Rover dealers for
Croydon. [0219/R]COLLIVER-FISHER, Ltd., unsurpassed service, spares
and replacement units.—Northwood, Middlesex,
777 (4 lines). [0009/R]HIGH PARK MOTORS, Ltd., Datchet, Slough,
Bucks, Rover distributors for spares and specialised
service.—Tel. Datchet 54. [0047/R]R. P. POWELL MOTORS, Ltd., East London area
dealers.—Full repair and spares service available.
—321, Romford Rd., Forest Gate, E.7. Maryland 4818.
[0437/R]BARKING.—For full stocks of spares and genuine
service for Rover owners come to Albon's Garage,
Ltd., 105-7, Longbridge Rd., Barkings. Tel. Rippleway
1285. [0518/R]DAVID ROSENFIELD, Ltd., Rover Distributors,
London and Cheshire; very large spares stock
available.—Cheetah Hill Rd., Manchester, 8. Tel.
Blackfriars 2320. [0556/R]

SIDDELEY SPECIAL

SIDDELEY SPECIAL 7-seater saloon, de ville, immacu-
late car, snip; £165; terms.—Elst. 2810. [6231]

SINGER SINGER, Ltd., offer:

1954 Simca Aronde saloon, 2,500 miles, show room
condition guaranteed.—C. V. Rushmer, Fins-
tress Specialist, 39, Holland Park, W.11. Park 5731. [C5061]SINGER Roadster, unmarked and first-class order
with three months' guarantee; £295.B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:

1952 Singer 9 Roadster, black, beige upholstery,
recorded mileage 15,600; £445.836—842, High Rd., N.12. Hillside 5272 (8 lines).
[C2027]SINGER 12hp saloon, 1939, clean; £160, terms.—
Elst. 2810. [6233]1949 (March) Singer 10 saloon, one owner, 45,590
miles, seat covers; £225.1951 (March) Singer SM1500 saloon, grey/blue
hide, heater, 12,500 miles, strongly recom-
mended; £225. [6234]H. A. SAUNDERS, 144, Golders Green Rd., N.W.11.
H. Speedwell 0011. [C4004]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

1949 (September) 14hp Lea-Francis special drop head coupe, finished in grey; £475. **BREW BROTHERS**, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. [C1063]

CHAIN Gang Frazer Nash 1½-litre (Meadows engine) stark 2-seater, completely rebuilt in 1949, finished in Alfa red; £135.—Ellis, 2, Victoria St., Staple Hill, Bristol. Tel. 52235.

VINTAGE Rover (1927), 2/3-seater, fixed head coupe with dickey, 16/50 overhead camshaft engine, one previous owner from new, absolutely unmarked and in perfect original condition including tool kit and instruction manual; £95.—John Lampitt, Talbot Inn, Cirencester. Tel. 760. [6090]

Sports Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 3841. [W3041]

BARTLETT will pay more for good sports cars.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1013]

L OW-PRICED sports car wanted, will collect.—C. Arnold, 8, Homestead Way, Northampton. Tel. 51001.

MERCURY MOTORS wish to purchase good used M sport's cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [C3015]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. River-side 6496. [0753/R]

STANDARD 8

SLOCOMBE, Ltd.—
STANDARD 8's, choice of three 1946/7 saloons and drop head coupe with three months' guarantee; £245 to £285; part exchanges, cars, motor cycles or three-wheelers.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017]

PHILIP RICKARDS, Ltd., offer:—
1953 Standard 8 saloon, black, heater, 4,000 miles; part exchanges, deferred terms; £4. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—
1948 Standard 8, grey; £270.

BERKELEY SQUARE, W.1. Grosvenor 4343. [6210]

1946 Standard 8 2-door saloon, black/blue upholstery; £225.—J. Fricker, Ltd., Park 5077. [C2016]

1954 model Standard 8 saloon, many extras, as new; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 330. [C2051]

1947 Standard 8 saloon, one owner, 27,000 miles genuine; £275; 3 months' guarantee; terms and exchange;—JAC. WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1946 2-door saloon, grey, blue leather, one owner, reconditioned throughout; £230.—Prospect 7315. [6176]

295 gns.—Standard 8 late 1948, foursome drop head coupe, black, excellent condition; terms; exchanges; Rowland Smith, below.

265 gns.—Standard 8, September, 1947, saloon, 265 black, sliding head, very good condition; terms; exchanges; Rowland Smith, below.

265 gns.—Standard 8, 1948, tourer, leather, new hood, excellent condition; terms; exchanges; list open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 8 saloon, in spotless condition; genuine bargain; £260; taxed.—Speedwell Garage, Millnow Rd., Rochdale. Tel. 4117. Great bargain. [6067]

1947 (November) Standard 8 saloon, colour grey, new engine being fitted; £295.—L. F. Dove, Ltd., 68, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1948 Standard 8 drop head coupe, genuine low mileage, practically unblemished, one owner; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. [C2068]

BRUTON'S, Ltd.—Standard 8 1947 drop head, new hood, 38,000 miles genuine, just fitted replacement engine, well shod; £295.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026]

JULY, 1948, grey Standard 8 tourer, one brand and 4 almost new tyres; £235; taxed to end of year.—Tel. Goddard, Vig. 2084, business, or Burgh Heath 3546. after 7 p.m. [6026]

£259—1946 model Standard 8 drop head coupe, black, red leather, excellent throughout; deposit £25; exchanges, immediate terms, etc.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0588.

1947 Standard 8 drop head coupe, one owner, small mileage, maintained by Standard Agents, perfect mechanically, fitted with new top, leather, sunroof hood; a specimen car at £275.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050]

STANDARD 10

£185—1938 Standard 10 saloon, 4-door, black, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072]

The Autocar

STANDARD 12

£79—1937 Standard 12 saloon; terms.—Autospares, 5, Balham High Rd., Balham 1509. [C1009]

£325—Standard 12 1937, d/h foursome, superb very good tyres; many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50yds. Eolland Park Tube.) Exchanges, h.p. [C1017]

265 gns.—Standard Flying 12, 1939 de luxe saloon, sliding head, leather, I.F.S., very good condition; terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C6018]

STANDARD 14

STANDARD 14 hp saloon, black/red, engine recently rebored; price £295. [C2025]

STANDARD 14 saloon, choice of two, 1946/7; £225.—Speedwell 2564. [C6012]

1947 Standard 14 saloon, guaranteed; £225; payment def.; Oldfield, 386, Kensington High St., W.14. Westerly 6631. [C6029]

1948 Standard 14 de luxe, black, heater, finished leather; £315.—Kirkgate Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1286. [C6037]

1948 Standard 14, one owner, low mileage, absolutely new; £385.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. [C5978]

1949 Standard 14 saloon, l.h.d., one owner, black, good condition; £270; exchanges, h.p.—Perrymead, Prestwich, Manchester. Prestwich 2057. [C6154]

£325!!—Standard 14 de luxe saloon, magnificently maintained, about 5 years old but literally painted and runs like new; 3 months' guarantee; hire purchase, exchanges.—AMBERS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. [C2052]

1939 Standard 14hp, black and red leather, excellent order; £195.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Wren 2146. [C6007]

1948 Standard 14 de luxe saloon, one owner, original condition, guaranteed; £350; exchange, terms.—Palmer's, 53, York St., Twickenham. Peppergrove 1890/7087. [C6034]

STANDARD VANGUARD

ALWAYS

STANDARD Vanguard. A selection with a written guarantee and terms after your service at NAYLOR & ROOF, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2522. [C6022]

CAR MART, Ltd.

1953 Standard Vanguard Phase II saloon; £715. [C1018]

1952 Standard Vanguard Phase I saloon, heater, £285.—CAR MART, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1039]

H. BEART & CO., Ltd.

1952 de luxe saloon, bonnet blue with red leather upholstery, radio and heater, one owner, genuine 15,000 miles; £350.—102, London Rd., King's Lynn 3548. [C1081]

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, red leather, heater, 20,000 miles; £355. [C6035]

OVERSEAS CARS, Ltd., 227, Brixton Rd., Knightsbridge, S.W.3. Kensington 7475. [C6031]

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, radio, blue, 17,000 miles; £595. [C6045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 0761. [C6045]

D. J. SHEPHERD & CO., Ltd., offer:

1952 Standard Vanguard saloon, grey, excellent condition throughout, fitted H.M.V. radio taxed; £383.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. Howard 1631. [C6009]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1953 Standard Vanguard Phase II, black, red leather, radio and heater, low mileage; £685. [C1077]

BERKELEY SQUARE, W.1. Grosvenor 4343. [6209]

1951 Vanguard, grey, heater, low mileage; £245.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1286. [C2037]

1952 (July) Vanguard, blue, blue leather, heater, etc., excellent condition; £355.—Robbins, East Putney. Tel. 4581. [C2010]

£434!!—1950 Standard Vanguard saloon de luxe, spotless bodywork, fitted heater, new tyres, etc.; 3 months' guarantee; hire purchase; exchanges.—AMBERS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1952 with fawn upholstery, heater, 20,700 miles, one owner, a clean and genuine car; £355. [C6035]

RICHARD TAYLOR (GARAGES), Ltd., Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. [C6049]

625 gns.—Standard Vanguard, 1953, saloon, gunmetal, heater, one careful owner, small mileage, original spare unused; terms; exchanges.—Rowland Smith, below.

745 gns.—Standard Vanguard, July 1953, estate car, 2½ radio, heater, one owner, a genuine 5,600 miles, practical car, cost over £200; terms; exchanges; list open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C6018]

STANDARD VANGUARD

(Sept.) Vanguard saloon, with heater, black with beige leather upholstery; £425. [C6241]

WALTERS MOTORS, Ltd., 356, High St., Fonders End, Enfield. Howard 1656 or 1951. [C6241]

1953 (June) Vanguard Phase II, mileage 2,500, as new; £645.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7755. [C6216]

1953 Standard Vanguard de luxe saloon, genuine 11,000 miles, rad o. heater; £25. —S. Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7554. [C6034]

5000 miles only. 1953 Standard Vanguard II saloon; £685.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Adj.), Clerkenwell Sq., Tube stn.), W.C.1. Temple Bar 5588. [C1027]

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £495.—94, Great Portland St., W.1. Lan. 1343. [C4013]

1949 (Oct.) Vanguard, grey, grey leather, mileage 25,000, condition as new; £415; payments specially arranged.—24, Parkland Grove, Asford, Middlesex. [C6055]

1953 Standard Vanguard Phase II, beige with blue interior, 4,000 miles, as new, from garage; £685.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1952 Vanguard with leather, heater, Tywan 5000 miles, one owner, one owner, bargain; £475, or £192 deposit and 18 monthly payments.—Starmore Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [C5800]

1952 (April) Standard Vanguard, grey/red leather, maintained by us for one owner, in excellent condition; £250.—Ironbridge Service Depot, South Rd., Southall, Middlesex. Southall 2655. [C6112]

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, silver/grey or grey/red leather, heater; one owner; 15,000 miles, overdrive; choice 2 from £329; 1951 grey/grey, black/beige/red/leather, heater; radio; choice 3 from £349; 3 months' guarantee; terms; exchanges, lists.—Stockwell Road, S.W.9. Brixton 6281. [C3061]

Standard Vanguard Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

WHY accept less for your Standard Vanguard estate car?—car saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

STANDARD MISCELLANEOUS

CARR AUTO SALES, Ltd., Standard House, South End Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Parnham. [F0026/F]

Standard Miscellaneous Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

PRIVately owned Standard 12 or 14—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2762. [W2037]

MARSTON MOTOR Co., Ltd., for your Standard. N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [C161/R]

XXX H. Edwards offer immediate cash for good Standard cars.—Details, please, to: 200 Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

Standard Spares and Services

KJ MOTORS Ltd., for spares, reconditioned units; Girling agents.—Bronley, Kent. Ray 3456. [C6367/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; give collection number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [C6246/R]

STANDARD spares all models from 1935; replacement units, complete overhauls, reselling.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 3591. [C6251]

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [C6022]

STANDARD and Triumph spares and service; replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [C6247]

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C6250]

GEAR boxes: modified gear pairs supplied all models 1934-39; write for quotation; early delivery; trade enquiries invited.—Car Facilities, 2, Woodside Green, S.E.25. [C6183]

STANDARD spares for all models, largest provincial stockists.—Hollingdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [C6252]

L ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [C6266/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.S. Finchley 5908/R.

STUDEBAKER

1936 Studebaker saloon, excellent condition, overdrive, 4.5 litre, amazing value: £7511. A. Z. Motors, Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1947 Studebaker Champion 6-seater saloon, radio, heater, overdrive, low mileage, in good condition.—Full particulars Box 3041. [5921]

1951 Studebaker Commander convertible, hydro-matic, many extras, 12,000 miles, John Thompson Motors, Ltd., 97, Fulham Rd., South Kensington, S.W.3. Tel. 4858. [C4028]

STUDEBAKER Champion, Regal Starlight coupe, slate and blue (winter show model), 600 miles, £2250, or offer.—Jackson, Fine Corner, Bennett, (6001) Southampton. Tel. 68141.

1949 Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition: £695.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Tel. 5213. [C4036]

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tel. 4505. [1035/R]

SUNBEAM-TALBOT

B. J. HUNTER, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, specially fitted chassis, host of extras, nylon hood, radio: £772. [C1012]

1951 Sunbeam-Talbot saloon, fast and luxurious: £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

AUTOMOBILIA, Ltd., offers:—

1951 Sunbeam-Talbot 90 four-seater convertible coupe, metallic blue, beige leather, excellent condition: £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1069]

WARRICK WRIGHT, Ltd., offer:—

1954 (series) Sunbeam-Talbot 90 saloon, Alpine mist, 2,000 miles: £1,065.

1952 Sunbeam-Talbot 90 saloon, heater, black, 17,000 miles, £795; another in gun grey, similar mileage.

WARRICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1952 Sunbeam-Talbot 90 saloon, black/red leather, 4 new Dunlop tyres, a perfect example: £750.

1950 Talbot 21,000 miles, Marshal head lamps, extremely good condition throughout: £695.

1950 Sunbeam-Talbot 90 coupe, genuine 12,000 miles only from new, one owner, H.M.V. radio, heater, quite exceptional condition: £650.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5.

1947 14hp Sunbeam-Talbot sal. grey, one owner, 30,000 miles, ex. cond.: £375.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

!! Chipstead Motors, Ltd.—See our advertisement under Sports Cars. [C1046]

£275!!—1939-40 Sunbeam-Talbot 10 sports tourer, excellent maintained throughout. Below.

£444!!—1947-8 Sunbeam-Talbot 2-litre sports saloon 14hp, tremendous performance with economy; 5 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1951 Sunbeam-Talbot 90 saloon, blue, one owner: £665.—L. F. Dove, Ltd., 111-115, Addiscombe 3066. [C1076]

1951 Sunbeam-Talbot 90 saloon, bronze, extremely smart: £680.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5425. [C3045]

1939 Sunbeam-Talbot 4-seater tourer, very smart: £75 down, balance 18 months.—Beardmore 26, Queensway, W.2. Baywater 0136. [C1015]

1939 Sunbeam-Talbot 10, metallic grey, an excellent example: £310.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1946 Sunbeam-Talbot 10hp grey sports saloon: £425.—R. W. Matthews, 147, Tachbrook Rd., Leamington Spa. [5960]

1951 Sunbeam-Talbot 90, blue, beige leather, radio, special heater, many extras, in perfect condition; snip, £665.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075]

CAMDEN MOTORS for Sunbeam-Talbots.—Full range of all models.—See full page advert, page 47 this issue.

1949 Sunbeam-Talbot Plus 90, first registered August, outstanding condition, finished gunmetal with grey leather uphol.: £495.—Hadier's Garage, Ltd., New St., Chelmsford. [5956]

1954 Sunbeam Alpine sports 2-seater convertible, 1,200 miles only, special heater, etc., for sale: £1,150 or will exchange for new or 1954 used XK120 convertible.—Box 3085. [5985]

SUNBEAM-TALBOT

SUNBEAM-TALBOT tourer, Concours d'Elegance winner, Eastbourne Coronation Rally winner. Sunbeam 90, chrome, maroon, 1953—Dundas, 107, Haines, 46, Castle St., Luton 2100/R. [C1079]

1950 (August) Sunbeam-Talbot 90 drop head coupe, colour, colour grey, in good condition: £445.—Carter, Harold Gdns., Wickford, Essex. Tel. Wickford 3067. [C609]

1950 model Sunbeam-Talbot 90 saloon, black, low mileage, exceptional condition, 3 months' guarantee given: £575.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford, Essex. Valentine 1068. [C624]

£525—Sunbeam-Talbot 90 saloon, green, beige interior, 54,000 miles, 1949 model, radio, quite the most immaculate and original specimen offered. Elm Autosales, 68, Hartfield Rd., Wimbledon SW.19. Wimbledon 4825. [C2067]

325—Sunbeam-Talbot 10, July 1940 sports 4-seater, leather, carefully used, exceptional condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£585—Sunbeam-Talbot 90 saloon, colour black, red leather, mileage 24,000, one owner, fitted loose covers, radio, heater, spots, car overhauled: £440 deposit.—19 Bennett Higher Crumplands, Manchester, 8. Tel. 1924 Cheetham Hill. [6151]

Sunbeam-Talbot Cars Wanted**Rootes****Distributors**

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3533.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.-(Borough Green 4.)

COOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [1011/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

PRIVATELY. '47-'48 10hp saloon.—Wilson, 221, Pope's Lane, W.S. Elst 8162. [6064]

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembroke Villas, W.11. Baywater 0525. [W1013]

CONVERTIBLE Sunbeam-Talbot or Minx or A40. mileage under 10,000, wanted private buyer, cash. Box 3126. [6122]

URGENTLY required, 1950 Sunbeam-Talbot 90 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lower Hyndhurst Rd., Christchurch, Hants, Tel. 1881.

CRIPES, of Nottingham, urgently require all recent models of Sunbeam-Talbot Cars.—R. Cripes & Co. Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R]

XXX R. F. Edwards offer immediate cash price, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

GEORE HARTWELL, Ltd., The Sunbeam-Talbot Specialists, are the best cash buyers of Sunbeam-Talbot 90, Mark I, II and IIIA saloons.—55-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [1009/R]

Talbot

£198 Talbot 10 1936 sports sal., beautifully kept, £198 engine just overhauled, unusually good condition, also d/b coupe, 1937, £225; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (Sofys, Holland Park Tube). Exchange, h.p. [C1017]

1937 Talbot 110 sports saloon, excellent condition throughout; £250 or offer.—Long, 53, Old Park Ave., Shepherd's Bush. [8105]

125—Talbot, 1938, 3-litre saloon, sliding head, leather, l.f.s., manual gear change, radio; terms; exchanges, list; open 9-7 weekdays and Saturday days.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

Talbot Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

TALBOT spares and service

LARGE stocks new and second-hand Talbot spares. 1929-36, including ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [10864/R]

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—Southfields Rd., S.W.16. Vandycote 1612. [10866/R]

TRIUMPH

CAR MART, Ltd.

1952 Triumph 2000 Renown saloon, heater: £775.

1952 Triumph Mayflower saloon, heater: £495.—

1952 Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

TRIUMPH**Dicks.**

1948 Triumph 1800 coupe, late property of en-
gineer, £470. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

SCOTT CARS offer:—

1951 Triumph Renown, 23,000 miles, immaculate: £550. [C1016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-5676. [C1016]

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above average: £525. [C1064]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C1064]

AUTOMOBILIA, Ltd., offers:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreens washers, low mileage, one owner, excellent condition: £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 5891. [C1088]

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2000 razor-edge saloon, grey/grey leather, moderate mileage, an extremely well-maintained example: £550.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C1064]

£398—1947 Triumph 1800 saloon.—Below:

£498—1951 (Oct.) Mayflower, 4,612 miles, radio, heater, leather, one owner.—Value Cars, Ltd., East Sheen, Prospect 7520. [C4064]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Triumph Roadster, radio and heater, 28,000 miles: £525. [C1018]

9 Albermarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Triumph Renown, black, fawn leather, radio, heater, overdrive, immaculate condition, 3,000 miles: £285. [C1023]

1952 Triumph Mayflower, black, red vinyl, heater and spotlight, 10,000: £495. [C1018]

1952 9,000 miles: £495. [C1018]

BERKELEY Sq., W.1. Grosvenor 4343. [C1018]

1953 Triumph Renown saloon, radio, heater, 2,000 miles: £605. [C1023]

GORDON CARS (LONDON), Ltd., Gordon House, 575, Euston Rd., N.W.1. [C2023]

1938 Dolomite 13.9 saloon, perfect condition, any trial: £175.—Tel. Reading 3846. [C1078]

1950 (Sept.) Triumph Renown, maroon, unmarked: exchanges with cash adjustment on either side:—

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

525—Triumph Mayflower, 1952, saloon, heater, one owner, small mileage, exceptions condition; terms; exchanges.—Rowland Smith, below.

475—saloon, heater, carefully used, exceptional condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead 6041. [C1018]

1949 Triumph R.E. saloon, heater, black, beautiful: £435.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2037]

1953 Mayflower, blue, leather, heater, 9,000 miles, spares unused, regularly serviced: £665.—Brookhill Cottage, Woodstock, Oxford. [C1095]

1949 2,000cc Triumph Roadster, black, 24,000 miles, immaculate, heater, immaculate: £450.—Redman, 14, Maple St., Walsden, Todmorden, Lancs. [C1018]

1953 Mayflower, grey, red upholstery, fitted radio, heater, seat covers, fog lamps, other extras: £625 o.n.o.—Westcott, R.A.P. Hendon, Colindale 5777. [C1018]

1950 Triumph Renown, 22,000 miles, one owner, a real specimen car: £575.—Blue Star Garages, 364, Kensington High St., W.14. Western 5551. [C1060]

1952 (October) Triumph Renown saloon, radio, heater, etc., 8,000 miles, £1,500; accept: £795.—Green & Zonis, Ltd., 246-252, Deansgate, S. Chester, 3. Tel. Deansgate 3325-6. [C2028]

TRIUMPH 1949/50 Renown saloon, black, one owner, really exceptional condition: choice of three from £450.—K. J. Motors, Ltd., Bromley, Kent. Ravensbourne 5456. [C1018]

£565!!—1950-1951 Triumph razor-edge saloon, speedometer reads 18,000, whole vehicle spotless: cho or 3; 5 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 (May) Triumph Roadster 2,000cc, grey, red hood (new) red leather upholstery, low mileage, first-class condition: £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Fenton 4511. [C4040]

TRIUMPH limousine, March, 1952, partition, little used by invalid lady, perfect condition, heater, radio, etc.; price £950.—Enquiries by letter only to Irving 105, Bath Rd., Cheetham. [C1022]

1949 Triumph Roadster, green with red leather, an immaculate motor car throughout, low mileage: £495.—Tella Service Garages, 144, London Rd., Edgware-on-Thames, Kingston 1185. [C1018]

1952 (May) Mayflower saloon, one careful owner, leather, heater, and loose covers, tax paid, mileage 6,000 as new: £525.—Basil Moy, Ltd., 161 Great Portland St., W.1. Lanchester 7735. [C1021]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

ROSE & YOUNG, Ltd., offer:—1951 Triumph Renown saloon, 7,000 miles only, condition equal to new, metallic grey; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.3 (1 minute Streatham Hill Station). [C3057]

1949 Triumph Roadster, grey/grey leather, excellent condition throughout, any inspection invited, 3 months' guarantee; £495.—Trinity Cars, Ltd., 64, North Side, Wandsworth Common, S.W.16. [V4034]

ROYS offer for £65 deposit, 1952 Triumph Dolomite 1000 Special, 1000cc, excellent performance, appearance, cash £195; terms and exchanges—Royce Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 2894. [C3050]

TRIUMPH Renown saloon, black, red upholstery, heater, 9,000 miles only, virtually new car, regularly service, demonstration model, written guarantee; £575.—Steels, Griffiths, London, S.E.5. Rodney 2301-6. Brixton 7554. [S626]

TRIUMPH Renown saloon, June 1950, one very careful owner, 34,000 miles, condition immediate, heater, 1000cc, covers; £575 or £192 deposit and 18 monthly payments; exchanges—Starmer Motors, Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [S584]

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

REALLY good Triumph Renown required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

MARSTON MOTOR CO., Ltd., for your Triumph.—M. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [O182/B]

FULL value paid for Triumph or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models—161, Great Portland St., London, W.1. Lan. 7733. [O143/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colvill Bay (Tel. 5323). [O355/R]

UTILITY CARS

CAMDEN MOTORS offer:—

A70 Countryman, 1952 series; a most outstanding specimen, latest-type radiator, bench-type front seat, button heater, rear access, etc., moderate total mileage; £625.

A40 Pick-up 1952, one owner, and in very, very good condition, heater, etc.; £425.

A40 Utility 1951, 4/5-seater with additional goods space, glass all round, extra doors at rear; £445.

STANDARD Vanguard Estate car 1950, beautifully upholstered in rich leather, full six-seater body, immaculate condition, the last word in luxury; £545.

MINX Estate car, Phase III, 1949, purchased direct from a wealthy local family, very smart and of reasonably moderate mileage; £485.

PACKARD 6-seater Utility 1938, very useful vehicle; £75.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

B. J. HUNTER Ltd., offer:—

1949 (Dec.) Vanguard Utility; maker's body, fitted radio, heater, etc.; £450.

B. N.W.2 Tel. Gladstone 5305. [C2040]

JACK STONE & SON offer:—

1950 Austin Estate car; 1949 Ford 10 7-seater; 1948 Ford 8 5-seater; 1946 Ford 8 5-seater; 1946 Ford 10 5-seater, writer for list; 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1050-5. 2276-7. [C4021]

AUTOMOBILIA, Ltd., offers:—

STANDARD Vanguard Estate Car, (October 1949) mist green, red leather, one owner, exceptional condition; £495.—Automobiles, Ltd., Pippbrook Garage, Dorridge 4304. 3891. [C1089]

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, fawn, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ENGINES RECONDITIONED, Ltd., offer:—

1948 Alvis 14, fitted with shooting brake wooden body, whole vehicle magnificent condition inside and out; £395.—335, Pinney Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

1953 (August) Hillman Estate car, 5,000 miles, (May) Morris Oxford Travellers Estate car, 5,000 miles.—Weybridge 600. [C4023]

£395—Hillman Minx estate car, 1948, roomy 4-door bodywork, colour grey.

£495—Austin A40 Countryman, colour green, fitted heater, in excellent condition.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C3008]

1948 Alvis 14, fitted with extremely smart utility body, in natural wood; £430.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. [C2033]

UTILITY CARS

FORD V.8 shooting brake, 1947, 4-door, £70 over-haul; £300.—Battersea 3770. [C4062]

ALVIS 12/50 1932 shooting brake body, reliable; £48. A. Wilkinson, Tavistock, Brigdale Rd., Waltham, Grimsby. [S584]

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnerfield Lane, Harrow. Tel. 5225-6. [O621/R]

£135—1937 Vauxhall 14 utility, mechanically reconditioned, wings resprayed.—Dr. Smyth, Haywards Manor, Ryde 3336. [S585]

BEDFORD Spurmotrice utility, works mileage condition, just delivered, Comet blue, many extras; what offers?—Tel. 10 a.m. to 5 p.m. Mr. Rapoport, Gerard 7595. [S590]

£465—1949 series Alvis 14 utility, fitted magnificently 4-door wood bodywork costing nearly £1,200 when new, fold flat seats, beautiful vehicle—Below.

£295—1946 (reg.) Ford V.8 with beautiful wood bodywork, large 7/8-seater if required.—Below.

£145—1946 (reg.) Austin 10, fitted soft top at rear, excellent condition.—Below.

£135—1937 Ford 8, fitted with wood utility body-work, 3 months' guarantee; hire purchase exchanges.

LAMBES OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2058]

ROSE & YOUNG, Ltd., offer 1951 Bradford utility 8 ft. 6,000 miles only, as new; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.3 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

END of season clearance, 1946 (regd.) Austin 8 ft. 6 wooden utility, snip £150; also 1941 Ford V.8 22 inch, £150; also 1944 Hillman 10 utility, bargain, £125.—A.Z. Motors, Palmerston Rd., N.W.8. Mai. 4723. [C1011]

145 gns.—Ford V.8 1937 30hp Utility, natural timber body, glass all round, drop tail board, excellent condition; terms, exchanges—Rowland Smith, below.

285 gns.—Ford Utility, 1949 Ford, 8hp Martin Walter Utility, unitdy, 230; Vauxhall WX, 1937 station wagon, wood body, towing attachment, £20; Wolseley 1937 utility, large body, ladder rack, etc., £90. Terms Bradford utility 1939 reg., very economical, £130; terms arranged—Kay Kar Sales, 300, Westwood Lane, Blackett. Tel. 2810. [S623]

UTILITIES! Station! Waggon!—1939 Fordson Shop Utility, unitdy, 230; Vauxhall WX, 1937 station wagon, wood body, towing attachment, £20; Wolseley 1937 utility, large body, ladder rack, etc., £90. Terms Bradford utility 1939 reg., very economical, £130; terms arranged—Kay Kar Sales, 300, Westwood Lane, Blackett. Tel. 2810. [S623]

Utility Cars Wanted

WANTED, Bedford Dormobile, new or second-hand.—Box 3127. [C1623]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

SHOOTING brake, ash/oak body, 8-12hp type; state S. make, condition, age, mileage, etc., price; no dealers.—Box 3130. [C1623]

WHY accept less for your utility vehicle or shooting brake when you can get its full market value from FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W3008]

VAUXHALL 10

1947 Vauxhall 10 saloon for sale privately, recent complete overhaul and in perfect order; £325 o.n.o.—Pad. 2903. [C1042]

1940 Vauxhall 10 4-door de luxe, genuine bargain; £229.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Tel. 1107-8-9. [C3024]

VAUXHALL 12

HAROLD SIMONS, Ltd., offer:—

1948 Vauxhall 12, the best one in the country, absolutely unblemished appearance, faultless mechanical condition; £435; 3 months' written guarantee, service, delivery, etc., £100. Tel. 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

£200 or near offer.—Vauxhall model D.X. 12hp, 22hp, good condition throughout, fitted heater and link mats.—Tel. Richmond 4738. [C6056]

CASS'S MOTOR MART.—1948 Vauxhall 12 saloon, 24,000 miles; £375; written guarantee.—Warren St., W.1. Euston 4110. [C1040]

325 gns.—Vauxhall 12, September 1946, saloon, sliding head, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

VAUXHALL 14

1938 Vauxhall 14 saloon, splendid car, unrepeatable bargain; £150.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

VAUXHALL 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948-49 Vauxhall 14, black, brown leather; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 67907-8-9. [C1057]

£85—Vauxhall 14 coupe, excellent condition.—Primrose 396 5914. [C4006]

£345 Vauxhall 14 J-type 4-door de luxe saloon, 1947, particularly well kept, small mileage; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Tel. 5066-7 (50 yds Holland Park Tube). Exchanges. H.P. [C1017]

£129—1937 Vauxhall 14 touring de luxe saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

£185—1937 Vauxhall 14 drop head, four-seater, exceptionally nice condition; £70 down.—Below.

£90—Genuine 1937 Vauxhall 14 touring saloon, good runner; £45 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6430. [C1024]

1947 Vauxhall 14 de luxe saloon, in faultless condition, guarantee; £375.—G. W. Wilkin, Weston Park, Kingston-on-Thames, Kent. 2341. [C4055]

£265—1939 Vauxhall 14 J-type saloon, excellent condition.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

£310—Vauxhall 14 J-type 4-door saloon, black, front suspension, steering, brakes, new battery, really clean throughout, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 5532. [C2049]

VAUXHALL 20

£111—1935 Vauxhall 20 de luxe saloon, in magnificent condition for its age, beautifully maintained and will give years of service; 3 months' guarantee; hire purchase, exchanges.

LAMBES OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C3038]

ALWAYS

VAUXHALL Wyvern. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

CAR MART Ltd.

1952 Vauxhall Wyvern saloon, heater; £215.—Car Mart, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1036]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1951 Vauxhall Wyvern saloon, in really superb condition throughout, runs and looks as new, definitely a one owner car; £495.

Hire purchase terms on the spot with no references, nor formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo, 150 yards). [C4047]

1949 Wyvern, resprayed Alpine green, one owner, radio; £385.—Speedwell 2564. [C606]

1951 Vauxhall Wyvern 4-door saloon, metallic and radio. [C1017]

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [S150]

1953 Wyvern, black, one owner, heater, carefully used; £625.—Campbell Symonds, Wembley 6263. [C1057]

1950 Vauxhall Wyvern, recellulosed, in perfect mechanical order, fitted with heater and guaranteed; £465.

W. T. MASON & Co., Ltd., 2, Ley St., Ilford, Essex. Ilford 0361 and 0311. [C1033]

WYVERN, latest type, m. engine, 10,000 miles genuine, as new, black, heater; £650 o.n.o.—26, Trinity St., Ipswich. [C6053]

1950 black, owner going abroad; bargain £440. Tel. Cunningham 1191. [C1017]

1952 (September) Vauxhall Wyvern, blue, sq. heater, for lamp; £650.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1953 Vauxhall Wyvern, practically shop-soiled only, taxed, written guarantee; £675.—Steel & Fifth, London, S.E.5. Rodney 2201-6. Brixton 7554. [C1029]

1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; Herbert & Mills, Church Rd., Ashford Middx. Tel. 1980. [C2035]

Vauxhall Wyvern Cars Wanted

FULL value paid for Wyvern or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL VELOX

CAMDEN MOTORS, for Vauxhalls—Velox saloon 1954 and earlier; also all other types of Vauxhalls in stock.—See full page advert, page 47 this issue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

BM

1950 series Velox, one owner, genuine low mileage, beautiful mechanically, black, spotless to look at, heater £445. terms; exchanges—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Tel. Garwood 7208 or 2031. [C1086]

ALWAYS

VAUXHALL Velox. A selection with a written guarantee and free after sales service at Naylor & Root, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

AUTOMOBILIA, Ltd., offer:-

1952 Vauxhall Velox, 4-door de luxe saloon, heater, screen washers, metallic grey, one owner, exceptional condition: £625.—Automobilis, Ltd., Pipp Brook Garage, Dorking 3591. [C1089]

VELOX, choice of two, 1948/50, reboared, heater and radio: £399.—Speedwell 2564. [6009]

1950 Velox, black, radio, except: £440.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1949 model Vauxhall Velox: £415.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 412. [C2062]

VAUXHALL Velox 1953, one owner, extra equipment, cloud mist grey; first £650.—WHEELERS (Newbury), Ltd., The Broadway, Newbury. Tel. 1602-1. [6048]

1952 Velox, grey, one owner, 15,174 miles, radio, heater, foglamp, screen spray, immaculate: £650.—Campbell Symonds, Wembley 6262. [C1037]

VELOX saloon, 1951, grey, heater, mats, etc., one owner, as new in every way: £525.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. [5917]

1951 E type Vauxhall Velox finished beige.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [5292]

£455!!—1950-1 Vauxhall Velox saloon, speedometer reads 17,000, whole vehicle looks as though it has only done 10,000 miles; 3 months' guarantee, hire purchase exchange. [C2055]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2056]

1951 Velox, one owner, excellent condition throughout: £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashton Underbank, Tel. 2860. [C2053]

£375!!—November 1948 Velox, black, leather, fitted with heater, spot lamp, one owner, any trial. H.P. arranged.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451. [6194]

VELOX 1952 model, reg. Oct. 1951, 24,000 miles, V heater and many extras, one driver, new condition, maintained Vauxhall service since 2nd: £610.—Appleby, 8, Chip St., S.W.4. Mac. 5427. [5988]

£465!!—1949 Vauxhall Velox saloon, black, fawn leather, one careful owner, low mileage, excellent, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

1949 Vauxhall Velox, one owner, heater, radio, special chrome and paint finish, every conceivable extra, a really super car, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 94, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

395 gns.—Vauxhall Velox, 1949, saloon, leather, radio, heater, one ownership, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018]

VAUXHALL MISCELLANEOUS

S
SHAW & KILBURN, Ltd., for Vauxhalls. It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4, Berkeley Sq., W.1. Grosvenor 4328. [10017/R]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [1039/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1952 (November) Vauxhall Wyvern, green, green leather, semi-synthetic fitted, body in excellent condition, one owner: £625.

1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout: £510.

1950 Vauxhall Velox, black with brown interior, heater fitted, perfect mechanical condition: £465.

1948 Vauxhall 12 saloon, dark blue, brown interior, body condition good, mechanically sound: £365.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2033]

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts. Depots: St. Asaph (Ast. 1717), Didsbury (Didsbury 3446), Manchester (Blackfriars 9687), Stretford (Trafford 3311), Wilmslow (Wil. 4952). [C2065/R]

Vauxhall Miscellaneous Cars Wanted

R
SOWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Ltd., Vauxhall main dealers.**WILL** purchase modern Vauxhall cars.**4**—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]**PRIVately** owned Vauxhall 10 or 12.—5, Brax Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]**R**EQUIRED, good used Vauxhall.—G. Edwards, Amery Lane, Harpenden, Herts. Harpenden 118. [W2000]**A**. E. PALMER urgently requires Vauxhall 10, 12, and 14 cars for cash.—12, Church St., Luton 4212. [6169]**A**RLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [10612/R]**V**AUXHALL cars, post-war models, urgently required.**G**-Golby's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6573. [0479/R]**7-SEATER** private 1957 38/39 Limousines required, cash waiting. A.p.e. & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2341. [W1006]**URGENTLY** required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ltd.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]**Vauxhall Spares and Service****C.A.C.** CROYDON AUTOMOBILE COMPANY, Ltd.**V**AUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:**BEDFORD** House, 380-388, London Rd., Craydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]**K**J MOTORS Ltd., for spares, accessories, exchange units.—Bromley, Kent. Ray 3456. [0395/R]**Veteran Cars Wanted****H**IGH price paid for 1896 to 1904 old car.—Warrior, Chigwell Row, Essex. [5258]**W**ELHAM'S Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1575, buy and sell Pre. 1914. [C4070]**VOLKSWAGEN****COLBORNE GARAGE**, Ltd., Ripley, Surrey.**T**HE Volkswagen people, official main distributors, all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends: new, used and reconditioned cars available. Tel. Ripley 2561.**1951** Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]**V & F** MONACO MOTORS—1947 Volkswagen, good condition, black, radio: £285.—Below.**V & F** MONACO MOTORS.—The only Volkswagen specialists in London: Volkswagens bought and sold; service, repairs, spares.—Sa, Weatherby Mews, Earls Court, S.W.5. Pro. 4657. [0541]**1953** Volkswagen r.h.d. works mileage: £550.—**1951** Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]**PERFORMANCE CARS**, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3006]**VOLKSWAGEN** saloon, reg. 1949, special nylon upholstery, numerous extras, beautiful car: £525.—Richards & Carr 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]**1953** (August) Volkswagen de luxe convertible-top saloon, colour black, radio, total mileage 8,000, as new throughout: £600.—A. F. N. Ltd., London Rd., Middlesex. Hounslow 0011. [C2015]**Volkswagen Cars Wanted****MAYFAIR GARAGES**, Ltd., top cash prices for Volkswagen.—Balderston St., W.1. Mayfair 5104. [0415]**RICHARDS & CARR** buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]**PERFORMANCE CARS** urgently require Volkswagen.**—Great West Rd., Brentford, Middlesex. Ealing 8841.** [W3041]**V & F** MONACO MOTORS.—The Volkswagen buyers. S.W.5. Pro. 4657. [0541]**Volkswagen Spares and Service****M**OOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7880) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]**Willys-Overland Spares and Service****JACK OLDFING & CO.**, Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [S3030/R]**WOLSELEY****E**USTACE WATKINS, Ltd., the sole London distributor.**1952** (October) Wolseley 6/80, met. green, green upholstery, 12,000 miles, in excellent condition. £570.**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1. E. (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Flaxman 8181). [C3046]**TOM GARNER**, Ltd., offer:-**1953-4** Wolseley 4/44 saloon, metallic grey with grey leather, heater, many extras, 5,000 miles only: £795.**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9263-6-7. [C2020]

WOLSELEY

H. A. SAUNDERS, Ltd., offer:-**1952** Wolseley 6/80 saloon, grey-brown upholstery, 8,842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]**H**. BEART & CO., Ltd., offer:-**1953** (October) Wolseley 4/44 saloon, metallic green, genuine 6,000 miles, and like brand new throughout: £795.**1952** Wolseley 6/80 saloon, metallic green with R.M.W. radio and heater, the property of one owner; low mileage and in exceptionally nice condition throughout: £645.**1951** Wolseley 6/80 saloon, metallic grey, with grey upholstery, in nice condition throughout: £545.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1084]**PHILIP RICKARDS**, Ltd., offer:-**1953** Wolseley 4/44, low mileage, dark green, 5,000 miles, part exchanges, deferred terms.—4, Birch St., Park Lane, London, W.1. Grosvenor 4772-5. [C3051]**H**. A. SAUNDERS, Ltd., offer:-**1948** Wolseley 4/4 saloon, black-brown upholstery, heater: £465.**836**—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:-**1947** Wolseley 18, black with brown leather, this car is in exceptional condition throughout: £400.**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]**4000** miles.—1951 Wolseley 6/80 saloon, as new: £685.**GORDON CARS (LONDON)**, Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025]**4/44**—1954, delivery mileage, taxed year; under 16114 list terms.—Box 3140.**£444**!!—1948 Wolseley 4/40 de luxe saloon, spotless condition throughout: £680.**£325**!!—1948 Wolseley 14 de luxe saloon, looks and runs like 1948 model; 3 months' guarantee; hire purchase, exchange.**LAMBS**, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221. [C2052]**BLACK** 4/4, Sept. 1953, 1,400 miles: £775. h.p. spot washers.—Tel. 29047 (Stoke-on-Trent). [16115]**1951** Wolseley 6/80: £530; exchange post-war car or pre-war Rover with cash.—Box 3129.**1951** Wolseley 6/80 saloon, black, brown leather, 26,000 miles, ex. cond.: £495.**TICKBOX**, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029]**1953** washer 4/44 (July), grey, red trim, screen 8,000 miles: £775. [C4056]**1950** Wolseley 6/80 saloon, maroon, brown leather, 18,000 miles only, a specimen car, one owner, wireless, heater, etc., price £575.**NEWTON OF HUDDERSFIELD**, Automobile Distributors, Huddersfield. Tel. Huddersfield 5311 (5 lines). [C4066]**BEARTS**, of Kingston, Wolseley distributors.—Sales and repairs and repairs—102, London Rd., Kingston, Tel. 3346. [0683-14]**1950** Wolseley 6/80, heater, 22,000, new engine 6,000: £465.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2037]**495 gns.**—Wolseley 4/50, late 1950 saloon, Moonstone grey, brown leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.**345 gns.** head, leather, in excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]**1950** Wolseley 4/50, one owner, 10,000 miles, ex. ceiling; £495, 3 months' guarantee, terms and exchanges.**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]**1948** Wolseley 18, one owner, in excellent order 4/48 throughout; £295; 3 months' guarantee; terms and exchanges.**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]**1953** 6/80 saloon, 6,000 miles, as new: £725. guaranteed. C. V. Rushmer, 39, Holland Park W.L. Park 5731. [C3061]**£75**!!—1954 Wolseley Hornet, fitted special engine, nice runner, free wheel; £55 down.—Buy Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]**JACK ROSE**, Ltd. (Wolseley Agents and Stockists): 1952 6/80 Wolseley saloon, in grey, almost unmarked: £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]**1947** (mid.) Wolseley 18 4-door sun saloon, 59,084, just taken in part exchange for sports car and offered at low price for quick sale; taxed: £295.—Speedsters Ltd., Horley (Surrey) 628, until 9 p.m. [C3020]**1947** (September) Wolseley 14 saloon, nice condition, gearbox only, general condition, miles above average: £585.—Dixons Garage, 154, West Hill, Putney, S.W.15. Putney 0396. [C1075]**1939** (October) Wolseley 14 saloon, black, new engine, many extras, in splendid condition throughout, 3 months' guarantee, terms: £290.—Geo. Cars, Ltd., 60, Queenstown Rd., S.W.8. Mac. 3363. [15790]**1951** (Feb.) Wolseley 6/80 saloon, green, with green leather, heater, one owner, guaranteed 17,000 miles, as new: £530.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [15790]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1936 Wolseley 16 saloon, one owner since 1937, recently extensively overhauled throughout and resprayed metallic bronze, a perfectly maintained car in post-war condition; £195; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.16. Tel. HILL 4468.

LIMOUSINES, 1950/25hp, partition, forward operating, black genuine mileage 4,000, unblemished, reasonable, £995. Also 1948, mileage 18,000, privately owned, competitive prices. Aips & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941.

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018/R]

PRIVately owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Twiss Hill 2768. [W2057]

THE CAR MART, Ltd., London, wish to purchase the Wolseley cars.—Welsh Harp Edgware Rd., N.W.9. Hendon 6500. [T0721/R]

WOLSELEY 14, 1948, in really good condition, wanted by private buyer.—Casey, 74, Meadow, N.W.11. Speedwell 1243. [6074]

Wolseley Spares and Service

WJACOBS & SON. We specialise in spares and repairs of all models of Wolseley cars.

WJACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0485]

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-246, High St., Barnet 5240. [T0707/R]

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Finsbury 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.

[T0277/R]

RHARDY & SON, 55, Marlebone High St., W.1. Welbeck 1101.—Spares reconditioned units, service and repairs for all Wolseley 1937-1951 models.

[T0316/R]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are 5 cast-iron reasons why everybody's going ILBURN WAY:—

I1. 200 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.

5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Kilburn Vale 6044; connecting all local and departments (Ilkburn Park Station, Kilburn Line, 1605 yards). [0829/R]

ROBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/R]

WEST LONDON MOTOR MART offer a large selection of vehicles, mainly under £100 deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Elmira Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041/R]

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [C3071]

Miscellaneous Cars Wanted

R

S ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GATEHOUSE MOTORS.

ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [W2021]

If you wish to sell your car for cash, write, 'phone or call

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]

CASS'S MOTOR MART are buyers of all makes of carefully used cars and utilities.—5, Warren St., W.1. Euston 4110 and 3523. [W1040]

Miscellaneous Cars Wanted

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R]

PRE- or post-war saloon, 10 or 12hp, urgently required for cash; call or 'phone.—Mac Motors (Surbiton) Ltd., 76, Brighton Rd., Surbiton, Elmbridge 3974. [W3072]

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges; Write or phone Br. 3008. Stockwell Rd., S.W.9. [T0740/R]

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Vokes, 25, East Hill, Camden Junction, S.W.18. Battersea 3272. Open 9-6 p.m. each week-day including Saturday. [W3022/R]

MOTOR CYCLES FOR SALE

SA COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R]

MARINE ENGINES

EXCEPTIONAL opportunity for immediate delivery. Limited number of unused (ex-Govt.) Chrysler Crown 6-cyl. marine engines, 45/95hp with 2 or 4-bladed propellers, 10 ft. 6 in. water, oil filter and cooler, etc.; also Chrysler Royal 8-15/75/140hp, fully equipped as above with 2, 3½ or 4½ to 1 reduction; certified rebuilt units as above from £180; T.V.O. vapourisers if required.

SEND for brochure to Arthur Bray (sole Distributor United Kingdom), 290, Sandbank Rd., Parkstone.

MOTOR HEARSESS

ROLLS-ROYCE Ph. I, 1948 streamlined deck hearse, on chassis, very attractive; exchange car.—Auto Engineering, Willsons Rd., Ramsgate. [6164]

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4251. [T0795/R]

COMPLETE Hearses ready for delivery, Austin 16hp, Austin A70, Austin Sheerline, Humber, Rolls 1936/7 brochure posted.

ALPE & SAUNDERS (COACHBUILDERS), LTD., Head Office, Hearse enquiries, Station Approach, Kew Gardens, Richmond, Surrey. [T5329]

Motor Hearses Wanted

WANTED, modern secondhand hearse.—Lowest price to James, 184, Mortimer St., Herne Bay. [5989]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd

1953 (Sept.) Jewett Bradford van, 2,300 miles only; £375.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riveaide 4646. [M3024]

NEW Austin A40 van, in primer; list price.—Below.

1947 Austin 8hp van, green, one owner, new engine, good tyres, a bargain, £185.—Trinity Cars, Ltd., Austin Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandkye 1168. [C4034]

NEW A40 van, heater, extra seat, green.—Pal. 5576-7. [4886]

NEW THAMES 5cwt and 10cwt vans available immediately.

ATHURS E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1584-5. [T0102/R]

AUSTIN 25cwt 3-way, Nov. 1950; £375.—Thornton Heath 5312. [T6134]

1953 A40 van, brown, one owner, very good order; £400.—Haskins, Ladbrooke 1155. [C3027]

1953 Bedford 10cwt van, 6,000 miles only; £250.—Cyril Sheppard of Reading. Sonning 2345. [5479]

1947 Ford 10cwt Martin Wallace Utecon 7-seater, excellent running order; £235.—Macaulay 1265.

1951 (October) Bradford 10cwt van, blue, prime condition; £265.—Bunting, Jewett Main Agents, Harrow 6225-6. [S907]

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnerfield Lane, Harrow. Tel. 6225/6. [T0284/R]

1950 Vanguard pick-up, colour grey, moderate mileage; £175.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051]

1946 Morris 5cwt vans, one owner's choice of eight; guaranteed; £185; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

FORD 10cwt gown van, £325; Ford 5cwt gown van, £150; Bedford 10-12cwt gown van, £160; Morris 10cwt, £165; exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

KINGSWAY Tourist for your holidays of living 14ft. 4-berth, fully insulated, coachbuilt, fitted kitchen or end kitchen, ideal for continental touring; fits 5ins wide; £325; as shown at the Ideal Homes Exhibition, London.—Kingsway Caravans, St. George, Bristol 5. Tel. 73335.

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CHALES FOLLETT, Ltd.—Alvis repair specialists.
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56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3588; And 6, 8 and 12, Sandgate Rd., Cattford, S.E.6. Hither Green 4822. [N1066]

MANCHESTER—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C. 18. Rus. 2874/5. [0825/R]

ARMSTRONG SIDDELEY

NEW Sapphire 6-light saloon, black/red; list price, part exchange, cash either way.—Tel. Bushey Heath 1685. [N2017]

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0603/R]

PASS & JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire, 194-196, Gt. Portland St., London, W.1. Museum 1001. [0711/R]

STEELE GRIFFITHS, official Armstrong Siddeley agents; immediate delivery Sapphire, black, red upholstery, twin carburetors, synchromesh; part exchange with pleasure.—London, S.E.5. Rodney 2201-6035.

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AUSTIN A70 and A50 saloons for immediate delivery.

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EVANS & KITCHEN, Birmingham, offer the finest selection of new Austins.—Midland 2781. [0704/R]

NEW Austin A50 saloon.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [N2036]

NEW A70 Horsfall sal. sun roof, black, brown leather, immed. del.: £900/14.2.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029]

NEW Austin A70 black sun saloon, for immediate delivery.—Chain of Ealing. Perivale 4404/5. [N1043]

NEW A40 and A70 models available for immediate delivery; your enquiry will receive our immediate attention.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

SOUTHGATE area, N.15, N.14 and N.21.—Direct agency for all models; open 8-6 week-days, Sun. days 9-12.

SPRINGFIELD GARAGES, Ltd., Pal. 5576/7; evenings. Pal. 8974.—Winchmore Hill Rd., Southgate, N.14.

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083/R]

AUSTIN A70 saloon, black: £889/7/6.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames 2241. [N4053]

IMEDIATE delivery new Austin A70 de luxe saloon, Buckingham green; A40 de luxe saloon, beige. Croydon Automobile Co., Ltd., Thornton Heath 3276. [N2023]

LF. DOVE, Ltd., main dealers and vehicle distributor, Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R]

AUSTIN

EARLY delivery all Austin models; any make of car taken in part exchange; friendly hire purchase.—Kings Motors, 1, High St., Rounshaw. Tel. 5532. [N2049]

MERES & MERES, Ltd. (Est. 1893), offer delivery from stock most models, including A40 coupe, black.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N2012]

IMEDIATE delivery of Austin A70 Hereford saloons. A40 Somerset saloons, A40 Countryman and A30 2-door saloon.—Charles Rickards, Ltd., 56, Baywater Rd., Pad. 1820. [N2050]

A30 2-door, A40 saloon, A40 Countryman, A40 van, delivery.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Eust. 4511. [N2040]

JDAVY, Ltd. (Direct Agents).—See under Austin 194-4. Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken 1108). [N1068]

SMITH & HUNTER OF KENSINGTON. Austin Direct Agents, are accepting orders rotational delivery, exchange, deferred terms.—376, Kensington High St., W.14. Western 2312. [N1013]

IMEDIATE delivery, Austin A40 Countryman.—British Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube St., W.C.2. Tel. Temple Bar 5588. [N1027]

IMEDIATE delivery, Austin Somerset saloon.—British Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube St., W.C.2. Tel. Temple Bar 5588. [N1027]

TRINITY CARS, Ltd., Austin retail dealers, for early delivery of Austin A30, A40 and A70 saloons and other models.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N2034]

STEELE GRIFFITHS, official Austin agents; most models on showroom floor for immediate delivery; part exchange with pleasure.—London, S.E.5. Rodney 2201-6. [N2045]

IMEDIATE delivery A70 saloons, A70 Countryman, A40 coupe, A40 pick-up, A40 Countryman and A40 van; exchanges and deferred terms.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 5151-4. [N2065/R]

SHEERLING and Prinsen, saloon, 16hp hire car, A70, A40, A50 and all commercial models.—Dept. 57, E. Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155. Streatham 7362. [N2028/R]

YOU couldn't do better than secure your new Austin for immediate delivery, A40 saloons and Countryman, A30 2-door and 4-door, A70 saloons; current market value for your present car, subject to inspection. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

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CAR MART, Ltd.,

OFFICIAL retailers, will be pleased to accept orders for immediate delivery Bentley Mark VI with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 130, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569/R]

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OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE Station, Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2302. [0506/R]

EDWARDS & Co., (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361]

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [N2046]

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

B.M.W.

SOLE concessionnaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloon.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

BOND MINICAR
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RAYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery all models; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.8. Maida Vale 6044; open 9 to 8 six days a week. [0839/R]

BORGWARD

METCALFE & MUNDY, Ltd., main distributors for Borgward Hansa diesel and sports cars; 9 different models; immediate delivery.—280, Old Brompton Rd., S.W.5. Tel. 5471/2186. [N2064]

BRISTOL

KEVILL, DAVIES & MARSH, Ltd.

OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [N2054/R]

FAGENTS for Berks. Latest 403 model available for demonstration. [0964/R]

FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002. [N1063/R]

NEW Bristol's all models, largest selection; distributor—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3 and 14/16, High St., Esher. [N1063/R]

Bristol in the Western Counties, new and used models, service and spares, advantageous delivery, sole distributor.—Charles Cruckshank Motors, The Centre, Bristol. Tel. 25280. [0331/R]

SCOLT AND Northern England latest type 403 for immediate delivery; contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0732/R]

BUICK

BUICK Six concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0398/R]

CADILLAC

CADILLAC—Sole concessionnaires Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0326/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Ad.), Leicester Sq., Tube St., W.C.2. Tel. Temple Bar 5588.—Distributors for London and Home Counties. [N1027/R]

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTHERN CIRCULAR, Ltd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000]

CM. CAR SALES

OFFICIAL agents Citroen cars quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Tel. 6623. [N1051]

CG. NORMAN & Co.

SOULE Distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

H. W. MOTORS, Ltd., offer:

CITROEN Light 15 and 6-cylinder available for immediate delivery.—H. W. Motors Ltd., Walton-on-Thames 2404-5. [C2042]

COOOMBS & SONS (GUILDFORD), Ltd., offer:

NEW Citroen Light 15 to maker's full specifications, immediate delivery; list price £985/14.2.

COOOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. [N1057]

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor, Windsor 2002-5. [0392/R]

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—175, Westbourne Grove, W.11. Bay 4274. [N4035]

STEELE GRIFFITHS, official Citroen agents; immediate delivery; part exchange with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [0637]

DAIMLER

DAIMLER Conquest saloons for immediate delivery.—Chain of Ealing. Per. 4404/5. [N1043]

DORKING MOTOR Co., Ltd., distributor.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1066]

DAIMLER Conquest saloon, grey: £1,511/5/10.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kingston 2241. [N4053]

FORD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect or Zephyr.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3048]

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IMMEDIATE delivery new Ford Popular; terms, part exchanges, cars, motor cycles, 5-wheelers; h.p. accounts settled.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. (Nearest Underground, Dollis Hill Stn.) [N2021]

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STEELE GRIFFITHS, official Ford agents; immediate delivery most models; part exchange with pleasure.—London, S.E.5. Rodney 2201-6. [0638]

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ROWLAND SMITH'S for Ford.

IMMEDIATE delivery new Zephyr saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., A. Portion, Middle Pervals 3388; And 5 and 12, Sancley Rd., Caiford, S.E.6. Hither Green 11068.

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer for immediate delivery from stock Ford Popular saloon. [N1001]

JOHN E. TRUSCOTT, Ltd., authorized Ford dealers. Popular Consul and Zephyr; early delivery—178, Westbourne Grove, W.1. Bay. 4274. [N4035]

NEW Ford Zephyr saloon finished in Dorchester grey, fitted with leather upholstery and sunshade indicator, including purchase tax £785/15/10. [N1001]

B.R.W. BROTHERS, Ltd., 155, Old Brompton Rd., S.W.7. Fremantle 5353. [N1083]

E.C. STEARNS & Co., Ltd., sales and service. Zephyr, Consul, Popular from stock—250/262, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. [N4945]

ARTHUR E. GOULD, Ltd., main Ford dealers. Regent St., W.1, and 8-14, Mearl St., Soho, W.1. 1594-5. Service: Minerva House, Cheshire St., W.C.1. Museum 6073.

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 6 six days a week. [N779/R]

F.R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance—219-221, Barnet High Rd., S.W.17. Balham 4401 (5 lines); 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). [N098/R]

YOU couldn't do better than secure your new Ford for immediate delivery. Consul, Zephyr, Zodiac and Popular saloons—best market value for your present car, subject to inspection. [N1001]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

NEW Ford Popular saloon, immediate delivery; best price—Trinity Cars, Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mile Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [N478/R]

HILLMAN

SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [N086/R]

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051/4.

ORDERS accepted now for new Hillman Minx: exchange and terms arranged; cars prepared in advance for collection. Enquiries and terms arranged receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer—IMMEDIATE delivery new Humber Super Snipe saloon. Watford Way, Hendon Central, N.W.4. Hendon 3034-5. [N2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. 100% Rootes Group Dealers.

NEW Humber Hawk saloon, immediate delivery, at 1st price; equitable h.p. facilities and part exchanges. [N1078]

MARLBOROUGH Works, Kenton. Tel. Wordsworth M. 7905 (5 lines) [N1008]

HUMBER Hawk for immediate delivery.—L. F. Dove, Ltd., White Rose Lane, Woking. Tel. Woking 1282. [N1078]

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.15. Lee Green 8585. [N792/R]

NEW Humber Super Snipe and Hawk saloons available for immediate delivery; your enquiry will receive our immediate attention. [N1078]

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5353. [N1083]

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. [N087/R]

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Humber Hawk and Super Snipe.—23, Shirley Rd., Croydon. Add. 6051/4. [N5481]

IMMEDIATE delivery: New Humber Super Snipe saloon, £1,390/10/10, and Humber Hawk saloon, £994/14/2; second-hand cars considered in exchange and terms arranged.—Herbert Robinson, Ltd., Cambridge. Tel. 4974.

ORDERS accepted now for new Humber Super Snipes and Hawks, exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 2287.

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER: 1-5, Peter St. (Blackfriars 7843). [0153/R]

R.OWLAND SMITH'S for Jaguar.

IMMEDIATE delivery Mark VII saloon, XK120 drop head. [0124/R]

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar cars and service. [0243/R]

MAIN agents for South-West Surrey.—St. Catherine's Garage, Epsom 62907-9.

K. J. MOTORS, Ltd., main agents for N.W. Kent, Bromley, Kent. Ray. 3456. [0296]

STEEL GRIFITHS, official Jaguar dealers; prompt delivery; part exchange with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [0639]

YOU couldn't do better than secure immediate delivery of one new Jaguar Mark VII saloon, current market value for your present car subject to inspection. [N1001]

FERRARIS OF CRICKLEWOOD, Ltd., 224-230, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

R. F. POWELL MOTORS, Ltd., East London Area Dealers, Mark VII and all XK models available for immediate demonstration and inspection. 321, Roman Road, Forest Gate, E.7. Maryland 4816. [0439/R]

JOWETT

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3022/R]

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire. Manningham, Bradford 25081 (6 lines). [0255/R]

RED CIRCLE, Ltd., area dealers for Jowett, Reliant and Bantam commercials, spares, sales and service.—Eastern Arms, Great Cambridge Rd., Tottenham N.17. Tottenham 1906-7553. [0504/R]

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steel Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R]

KAISER.—Sales, service, spares; new 1953 models; also factory demonstrators at bargain prices; concessionaires for Great Britain.—Steel Griffiths, London, S.E.5. Rodney 2201-6. High St., Newmarket, Tel. 5126. [0640/R]

LEA-FRANCIS

WEST Yorkshires' distributors of Lea-Francis cars.—Marshall (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R]

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd. HERTS, Bucks, Beds, Camb, Hunts and Northants Main Distributors; enquiries invited for early delivery—We.w.y.n Garden City, Hatfield 178. [0611/R]

MERCEDES-BENZ distributors for Surrey and Sussex.—Agents available with full details. [N4036]

WOKING MOTORS (Maybury Hill), Ltd., Woking 1923. [0405/R]

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Grosvenor Crescent, Mews, Hyde Park Corner, S.W.1. Slo. 5215. [N4036]

SWANMORE GARAGE, official distributors Hants, S. Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Bournemouth East, Bournemouth. Tel. Southbourne 4353. [N1024/R]

A NEW motoring experience, contact the Scottish A. distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26257. Main agents in the West of Scotland. Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, G.5. Tel. Douglas 7696. [0862/R]

JOHN E. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us show you this unique, full details on request; demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. May. 4274. [N4035]

M.G.

ROWLAND SMITH'S for M.G.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

S. G. SMITH (MOTORS), Ltd.—Order now for new M.G. model 170 sports tourer; all options delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0322/R]

MORGAN

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specifications.—Motors (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

S. G. SMITH (MOTORS), Ltd.—Order now for new M.G. model 170 sports tourer; all options delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0322/R]

MORGAN

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specifications.—Motors (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

S. G. SMITH (MOTORS), Ltd.—Order now for new M.G. model 170 sports tourer; all options delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0322/R]

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Off Portland St., W.1. Langham 7253. [0510/R]

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.8. Maida Vale 6044; open 9 to 6 six days a week. [0780/R]

MORRIS

EPSOM.

WOODCOTE MOTOR CO., Ltd.

MORRIS distributors, FOR immediate delivery Oxford, Morris Six and traveller's car. [0007/R]

R.OWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

MEBES & MEBES, Ltd. (Est. 1895), offer early delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N5012]

SURREY MOTORS, Ltd., official Morris retail dealers.

YOU couldn't do better than secure immediate delivery for service and spares.—High St., Sutton. Vigilant 4444. [N1001]

IMMEDIATE delivery new Morris Oxford saloon, black grey.—Croydon Automobile Co., Ltd., Thornton Heath 3276. [N5202]

1954 Morris 12-seater shooting brake; new list price £556.—Cyril Sheppard of Reading. Sonning 2345. [0474/R]

MORRIS Oxford saloon, Clarendon grey; £753/7.6. M.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. [N4053]

STEEL GRIFITHS, official Morris agents; good deliveries; part exchanges with pleasure.—London, S.E.5. Rodney 2201-6. [0641]

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloon, choice of colour—London 39-45, Edgware Rd., Kingston-on-Thames. Tel. King. 5151-4. [N2008]

SMITH & HUNTER OF KENSINGTON, Contracting Morris agents.—Morris Oxford immediate and 4-door saloons; Morris Cowley van; also Morris Oxford saloon, choice of colour—London 39-45, Edgware Rd., Kingston-on-Thames. Tel. King. 2312. [N4018]

YOU couldn't do better than secure your new Morris Oxford saloon for immediate delivery; 2-door and 4-door saloons for early delivery; current market value for your present car subject to inspection. [N1001]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

IMMEDIATE delivery new Morris Oxford de luxe saloon, finished black with red leather upholstery, part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678 Garratt Lane, London, S.W.17. Wim. 3031-2-3. [N4006]

J. DAVY, Ltd. (official stockists) for a selection of Oxford saloons and travellers' cars; may our buyer call and value your car for part exchange?—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [N1069]

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spares Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.1. (Baywater 6626-7.) [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for OPEL sales, service and spares.

ROSINER GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0720/R]

PARAMOUNT

PARAMOUNT—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £265 p.u.s. £261/10, full details from sole distributor.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 3041 (5 lines). [N1035]

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R]

TONY KNOWLES, Sole Peugeot concessionaires (Gr. Britain), 19, Brich St., Piccadilly, W.1. Grosvenor 3673-4. [0562/R]

YORKSHIRE.—Distributors for Peugeot cars, early delivery, sales & service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (5 lines). [N571]

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

NEW CARS FOR SALE

RELIANT

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044.

WE offer reasonable delivery on the new 4-seater Regal coupe, price £229/10 plus £62/19/6 purchase tax 50mpg, 65mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [10531/R]

RENAULT

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [10771/R]

YORKSHIRE.—For Renault sales and service, early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, automobile distributors, Huddersfield. Tel. Huddersfield 3511 (3 lines). [15372]

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models, we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555.

RILEY

1½-litre delivery ex stock, one only.—Montrose Motors Wembley 2636. [10765/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [1C1018]

SMITH MOTORS, of Dulwich, for Riley's terms, exchanges.—285, Rye Lane, S.E.15. New X. [10530/R]

F. L. CRANMORE, Ltd., Potters Bar—1½, Riley saloon, black and grey, immediate.—Tel. 2040 Potters Bar. [1N1062]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [1N1048]

J. DAVY, Ltd. (official stockists)—1½-litre saloon in stock; exchanges welcomed.—160-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.5 (Ken. 11068).

J. JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay 4274. [1N4035]

ROLLS-ROYCE

CAR MART, Ltd. NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial. [10539/R]

GROSE, Ltd., Northampton. OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service. MAREFAIR, Northampton. Tel. 4540. [10520/R]

DAVID ROSENFIELD, Ltd. OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2. PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd., MANCHESTER, 8. Tel. Blackfriars 2302. [10561/R]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 5-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [10647]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentayga with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 miles). [10249/R]

ROVER

HENLYS, England's leading Motor Agents ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). NEW House, 385, Euston Rd., N.W.1. (Euston 4424). OVER.

RODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144.

NEW Rover 60 and 75 for immediate delivery. ROVER distributors.

ELLIOTTS of Bideford. Tel. 744. [6144]

COOMBES & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15. [10162/15]

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1N057]

COOMBES & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [10245/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [1C1018]

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222. [10063/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [10001/R]

ROVER

STEELE GRIFFITHS, official Rover agents; good deliveries; part exchanges with pleasure.—London, S.E.5. Rodney 2201-6. [10642]

R. P. POWELL MOTORS, Ltd., East London area. Tel. Forest Gate, E.7. Maryland 4818. [10451/R]

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [10866/R]

LAND-ROVER

GUY SALMON AUTOMOBILES offer:—

NEW Land-Rover: list price £570.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [1N4001]

R. P. POWELL MOTORS, Ltd., East London area. Tel. Forest Gate, E.7. Maryland 4818. [10452/R]

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [10862/R]

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [1N3040]

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. [1N049]

FIAIT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [10665/R]

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spare facilities. [1C1018]

273, London Rd., Staines. Tel. 4211 (5 lines). [1N080]

MAYFAIR GARAGES, Ltd. (Flat sales and service).—Immediate delivery of the new Simca.—Demonstration from Balderton St. (opp. Selfridges), W.1. Mayfair 5104/5. [10155]

H. M. BENTLEY & PARTNERS, Ltd., official representative for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 51018. [1C1018]

SINGER

THE 1954 Simca Aronde, the car that is a pleasure to own, drive and maintain; based on the sturdy tradition for the enthusiast; your present car accepted in part payment at current market value. [10155]

FERRARIS OF CRICKLEWOOD, Ltd., the Simca main dealers, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2334. [1N008]

AUTOMENDERS

ALL, Lowther Garage, London, A.S.W.13. Riverside 6496. [10737/R]

1953 model SM1500 but has a number of 1954 features finished in British green, new, unregistered: £840 to clear; terms, exchanges.

G. E. LAWRENCE (MOTORS), Ltd., New St. Garage, Aylesbury. Tel. 368. [14702]

SINGER—Birmingham and Midlands distributors. Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12. Works, Alcester Rd., Moseley 15. [10168/R]

STANDARD

BURGE & INGLIS, Ltd.

IMMEDIATE delivery new Vanguard; terms, part exchanges, cars, motor cycles, 3-wheelers; h.p. units; settled accounts. [10241/R]

FOWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive.

ALL models supplied your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [1N4015]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [10840/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

STANDARD Vanguard for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hartford Rd., Enfield. Howard 1651. [1N4009]

NEW Standard 8, immediate delivery, choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1N4054]

NEW Standard Vanguard; immediate delivery; choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1N4054]

NEW Standard Vanguard; immediate delivery; choice of colour; part exchange and terms.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5356. [1N4029]

NEW Standard 8, unregistered; list price—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [1N4062]

MEBES & MEBES, Ltd. (Est. 1895), offer delivery of Standard Vanguard Phase II, black; also 8hp model, blue, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [1N5012]

STANDARD

IMMEDIATE delivery Vanguard Ph. II saloon.—Motorists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [1N3018]

STANDARD 8, demonstrations and bookings.—Motorists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [1N3018]

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [10451/R]

VANGUARD.—Immediate delivery at new reduced price, choice of colour.—S. F. Erskine & Sons, Ltd., Woking 330. [1N2051]

FDOVE, Ltd., offer early delivery of all new Standard models.—9, Broadway, Wimborne S.W.19. Liberty 5456. [1N1077]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481/2/5, offer for immediate delivery from stock Standard 8 saloon. [1N1001]

KJ MOTORS, Ltd., offer Renown and Vanguard. Ravensbourne 3456-7-8-9. [10240]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481/2/5, offer for immediate delivery from stock Standard 8 saloon. [1N1001]

JOHNSON TRUSCOTT, Ltd., official retailers, early delivery of Vanguard or Standard 8 saloon.—Vicarage Grove, W.11. Bay 4274. [1N4035]

EARLY delivery all Standard models; any make of car taken in part exchange; friendly hire purchase.—Kings Motors, 1, High St., Hounslow. Tel. 5552. [1N2049]

IMMEDIATE delivery, Standard 8 saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, Leicester Sq., Leicester So. Tube Stn.), W.C.2. Temple Bar 3588. [1N1027]

STEELE GRIFFITHS, official Standard agents; immediate delivery all models; part exchanges with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [1643]

YOU couldn't do better than secure your new Standard Vanguard or Standard 8 saloon for immediate delivery. Current market value for your present car subject to inspection.—FERRARIS OF CRICKLEWOOD, Broadway, N.W.2. Gladstone 2234. [1N2008]

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CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068. Standard and Triumph Distributors for Croydon, Purley, Caterham Epsom, Beckenham, Bromley, Sidcup, Bexleyheath and Chislehurst. [10502/R]

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444. Spares for all models. Hawley Cres., Camden Town Gul. 4141. [10091/R]

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LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 5151-4. [10593/R]

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SOUTHBEND: Smith & Sons, Merchants, 623-4, London Rd., Weybridge-on-Sea, Tel. Southend 46246.

All the above are official Triplex stockists. (0635/R)

D. W. PRICE.

FIT while you wait.—Neasden Lane, N.W.10 (Glo. 7911); 2a, New Cross Rd. (New Cross 3856); Savoy Parade, Enfield, 2107; Tancred St., Taunton 2993. (1019/R)

TRIPLEX.—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-5. See Windscreens." (0142/R)

SHOCK ABSORBERS

A RMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or MAIN distributors.—

LONDON and the South of England.

PARR EQUIPMENT Co., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (5 lines).

BRIMMINGHAM, West Midlands and Central Wales.—

MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST MIDLANDS, Eastern Counties and South Yorks.—

DICKENS (SHOCK ABSORBERS), Ltd., Bullring St., Alfred St., Centra, Nottingham, Nottingham 46507-6.

NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

COTTLAND—

JAMES H. GALT, Ltd., 71-75, Dobbies Loan, Glasgow. Tel. No. Dumbarton 4137.

SPECIAL telescopic conversion for Austin Cambridge 45/- per unit complete. (00496/R)

NORTH-WEST London:—

STOCKIST and fitting service. Woodhead-Monroe, Tel. 6160-7; Rotoflo: conversion sets available; full trade discount.

W. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7555-8705. (M2044/R)

SHOCK ABSORBERS

JOHN A. SPARKS & Co., the

GIRLING-LUVAX largest distributors; complete new assemblies or exchange basis immediately.

JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434. (0356/R)

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

EVELS out the bad roads, providing extra comfort.

ERATION and frothing troubles eliminated by exclusive patent.

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Road, Anerley S.E.20. Syd. 7066-7. (0708/R)

32/6 Witham's, 18, Balham Hill, S.W.12. Battersea 3260/3769. (0427/R)

THE London main distributor for "Rotoflo" and "Teflo" short shock absorbers in East and West areas are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

WEST London Depot, 364, Ubxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4231.

WE supply complete service and "Rotoflo" service which includes complete rebushing of your linkage for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full range of our products to the trade. (0158/R)

RECONDITIONED shock absorbers, exchange service. A popular type 32/6 each, 16/- each, free. Young's, 32, Tooting Bee Rd., London, S.W.17. Balham 7791. (0427/R)

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luval, Newton, etc., makers' units—Prentice Aircraft & Cars, Ltd., Ipswich. Suffolk 7725-6. (0731/R)

NEWTON shock absorbers, pioneers of tube hydraulic suspension control, conversion kits available. Standard, Javelin, Talbot, Riley, Rover, Ford, University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. (0250/R)

SCOTLAND—Armstrong, Girling, Luval, Newton, Woodhead-Morres, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78 Pitt St., Edinburgh 15/-. Tel. 26257. In the West, James E. Gill, Ltd., 21-23, Belgrave Loan, Glasgow, C.4. Tel. Douglas 4137. (0550/R)

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service. Immediate replacement for most types of vehicle, with a guarantee and make and model fully qualified staff; all repairs guaranteed. See below.

SPEEDOMETER cables—20,000 in stock, any make or type; stats year, make and h.p. all cables

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 0402 (5 lines). Established 1938. (0070/R)

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. (0165/R)

PRIDE & CLARKE, Ltd.—All spares in stock. Speedo heads repaired and set to zero; from 15/-, quick service and quotations.—Stockwell Rd., S.W.10. Tel. 6239. (0761/R)

AUTO TEMPO METER Co., Ltd., Speedometer Specialists—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables, all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. (0346/R)

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3260/5769. (0131/R)

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbleton. (0251/R)

SUPERCHARGERS

ARNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.—Arnott high-pressure competition models.

CARBURETTORS Ltd., Grange Rd., N.W.10. Willesden 5501. (0177/R)

MARSHALL-NORGEO low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill-climbing; installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph, Vanguard etc.; for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westgate, Caterham, Surrey. (0755/R)

TYRES AND TUBES

MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 296 Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches.

VETERAN headed-edge tyres, new or used.—Wealtham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (M4070/R)

PISTONS

BROOKLANDS ENG. Portsmouth Rd., Cobham, Surrey 3303.—Mallart pistons and K.E.965 hand-forged valves to pattern or sketch. (0150/R)

RADIATOR MUFFS, ETC.

GALLAY, Ltd., give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—W.10, Dorking 4137.

GALLAY, Ltd., specialists in new radiators, fuel tanks and oil coolers for racing and sports cars.

GALLAY, Ltd., specialise in chrome, nickel, copper and brass galvanising, plating, etc.

GALLAY, Ltd., give immediate service.—Please send enquiries to 103-109, Scrubbs Lane, Willesden, London, N.W.10. Tel. 3644. (0538/R)

JOHN LANCASTER RADIATOR, Ltd., Head Office: 1, Lower John St., London, W.1 (Gerrard 2372-5). Eight branches covering South England. (0058/R)

MATCHLESS RADIATOR & BODY WORKS, 450, Old Kent Rd., S.E.1. Bermondsey 1377. Repairs of every description. (0640/R)

1,000 radiator muffs and "Wintershields" stocked 1000 from 20/-; radiator heating lamps, 18/-. windscreens derestrictors, 12/6; lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Fulham 7791. (0492/R)

PARTS AND ACCESSORIES, REPAIRERS, ETC.

TYRES AND TUBES

TYRES—Tyres—Tyres.

MAKE the road safer, tyres are expensive, protect your own life and lives of others by having good tyres; we will sell on easy payment if so desired. **CLEVELAND'S GARAGE**, Felixstowe Rd., Ipswich. Tel. Ipswich 77528. [0585/R]

TYRE!!! Tyre!!! Tyre!!!

10000 remould, etc., please, write or 'phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing—89-97 Stockwell Rd., London S.W.9. Tel. Brixton 2026 (2 lines). [0150/R]

PRISE & CLARKE, Ltd., make tyres and tube repairs, quotations by return, sizes required—Stockwell Rd., S.W.9. Brixton 6251. [0738/R]

BULL'S—A tyre for every job; new and remoulds; free fitting; cal or tel me quote; let us remould your own covers—**Bull's Rubber Co., Ltd.**, 175, Shaftesbury Ave., W.C.2. Tel. Tem 1 Bar 1747. [0774/R]

TYRES and tubes (used and remoulds), all 13in., 15in., 16in., 17in., 18in., 20in., 21in., also headed and obsolete tyres; all commercial, ex-W.D. tractor and farming sizes available—**Cook**, 589, Stapleton Rd., Eastville, Bristol. [0887/R]

TYRES AND TUBES

TYRES, sound part used; car sizes, 50 to 500, 35/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included; quotations on request; per return; money paid on cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 66-72, North Wharf Rd., London, W.2. [0163/R]

TYRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive return of post our quotation; post evidence only—**The Goswell Rubber & Tyre Co.**, 148-150, Camberwell Rd., N.W.12. Tel. Dulwich 5298 and 5422. Wires Goswell, Norwest, London [0087/R]

GUARANTEED remould tyres: 450x17, 50/6; 450x18, 51/5; 450x19, 52/3; 500x16, 55/3; 500x17, 58/3; 550x18, 75/3; 600x16, 78/3; guaranteed sound inner tubes, 5/- each; all other sizes available, remould or new; immediate despatch, carriage forward; satisfaction guaranteed or money refunded—**W. Machen & Son**, Lockford Lane Garage, Chesterfield. Tel. 4615. [0527]

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service—**A. W. & L. Page**, Pottery Rd., Brentford. Middlesex. Tel. Ealing 5538. [0686/R]

MOST types of easy clean and wire wheels in stock—**Turner & Knight**, Southfield Paddocks, Poole Lane, Ealing, London, W.5. Tel. 4298. [0678/R]

WHEELS, DISCS, ETC.

WHEELS (used), all sizes for cars, trailers, caravans, commercial ex-W.D. and farm vehicles—**Cook**, 589, Stapleton Rd., Eastville, Bristol. [0688/R]

WEST LONDON REPAIR Co., Ltd., Wm. 6316-7. Car wheels repaired, converted, resplined, re-enamelled. Easy clean wheels repaired, returned—**58a High St., Wimbledon**. [0638/R]

CLARE'S MOTOR WORKS—Large stock wheels. Wire Easy Clean and Artillery rebuilt and second-hand exchange service—**260, Knight's Hill, West Norwood**. S.E.27. Gipsy Hill 0132. [0628/R]

ALL types and years car wheels, second-hand, in stock; quotations by return; satisfaction guaranteed or cash refunded—**W. Machen & Son**, Lockford Lane Garage, Chesterfield. Tel. 4615. [0527]

WINDSCREENS, WIPERS, ETC.

AUSTIN 7 1932-34, 64/5; Ford 8/10, 25/5; trade also supplied—**D. W. Price**, Neasden Lane, N.W.10. [0258/R]

BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares—**8-16, Hampton Rd., Twickenham Green, Middlesex**. Tel. Popesgate 6284. [0524/R]

BRITISH STEEL FRAME Co., Ltd., 205, Cobham Heath Rd., E.2, manufacture sports and special windscreen Ford, Austin 7, fixed and sliding windows for utilities—**Bishopsgate** 9611-3. [0908/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

A H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632) business transfer specialists and valuers—[01290]

KENT—Garage at attractive seaside resort; filling station, service, good sales, modern equipment; 19 years' lease; £2,250—Box 3135. [0165]

FOR sale, garage and house; complete Tecalemit equipment; cheap for quick sale; freehold; £4,750; callers only—**Hurley**, Westcliff Garage, Addington St., Ramsgate. [0571]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, High St., Brighton 1 (Tel. 23284), offer the following:

RARE opportunity to acquire an outstanding main road garage and cafe business South of London; price £22,500. Principals only—**Gladding & Wing**, Box 3119.

HAMPSHIRE—Excellent main road 4-pump station on ½ acre site; detached bungalow and good buildings; all at £6,000 s.v.v.

DEVEN—Filling station and cafe on 2-acre site; detached bungalow freehold; £5,000.

FORTHWAITE Motors, above and other garages available from Gladding, Son & Wing, as above. [M2021]

GARAGE, filling station, 40,000 gallons annually, land and large modern bungalow; freehold; main trunk road frontage; 100 ft. frontage; all plus equipment s.v.v.; principals only—Box 2396. [0547]

LARGE frontage petrol station and motor engineering works business for sale; £1,150, plus stock at value—**Transport & Auto Supplies**, 213, Worle Rd., West Wimbledon, S.W.20. [0573]

GOY & RICHARDSON, Ltd., the Motor Industry's Specialists Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—**Goy & Richardson, Ltd.**, 33, High St., N.W.1, Hampstead 8090. [0546/R]

£2200—London main road, near Northampton: freehold premises as garage, transport cafe; substantial house; large brick garage; ditto workshop; total area 1,500yds; electricity, gas, telephone—**Norton**, 68, Binchfield Rd., Walsall. Tel. 3670. [0104]

CHRUCH, HOWARD & HORN, Ltd., specialists, agents and valuers to the motor trade, offering a full range of motor businesses available in all parts; details upon application, stating requirements to—**39, Kew Rd., Richmond, Surrey**. Tel. Ric. 2351-2-3. [M1047]

ALDRIDGES (Est. 1753). Auctioneers and Estate Agents, have available several established motor businesses with distribution rights and main agencies; also garages and filling stations in London, Home and Southern Counties. Enquiries are invited to **Estate Department**, William Rd., N.W.1. Eves. 2352. [M1004]

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, have over 60 personally inspected and recommended garages for sale throughout England from £2,000 to £50,000; mortgaged arrangements on all propositions offered; comprehensive details on request; we have pleasure in offering the following selection:

LOCK-UP filling station with repair shop, Surrey suburb, 250ft. frontage, 3 pumps, petrol capable 50,000 gals., present 35,000 over 5 days; audited net profit £1,100, plus £1,000 p.a.; freehold; £1,500 s.v.v.; £1,000 mortgage available; file No. 6033.

EAST LONDON garage/filling station; premises 15,000 sq ft with 35 lock-up garages, under cover park for 35; petrol 12,000 gals.; good repair shop; 15-year lease at £1,000 p.a.; garage rents alone, produce £2,200 p.a.; audited turnover £31,690. £52-53; £54 well in excess; net profit approx. £2,500; price £8,250; file No. 8011.

GREAT NORTH RD.—Filling station; petrol turn-over 350,000 (certified); 300ft. frontage; 3-act. plus 2-3 gallometers on agency at 2½ pds. per gallon; private repair shop, cafe, detached house, etc.; £20,000 s.v.v.; file No. 8043.

COAST Rd., Sussex—Filling station; no repairs, but scope; 50,000 petrol; beautiful detached house, 3 beds; dressing room, etc.; reception, kitchen, garden, etc.; no staff; easy hours; much sought after; price £8,500 freehold; good mortgage obtainable; file No. 80.

FILLING station coast rd.; 5 miles south Kingston-on-Thames; 2-act. good workshop; 2-3 beds, 2-3 reception, kitchen, etc. in separate building; 2 gallometers 50,000, good repair turnover; owner emanicipation; excellent opportunity at £7,000 freehold; file No. 8039.

FOR sale in Jersey.—Leading private hire and taxi business; first-class position on bus stop; booking office, telephone, coin counter and travel bureau; ample space selling many accessories of all kinds; hotel contracts; rent only £2 per week; long lease; stock of cars, etc. including goodwill; all at £4,500 or near offer; a grand opportunity.—Write Box 3027. [0510]

BUSINESS AND PROPERTY

GARAGE filling station with equipment, bungalow; freehold; £26,000; 500 ft. main road, near Bournemouth; 350 ft. frontage; 3 pumps; 200,000 gals. per annum; self-drive hire business, garage accommodation for 20 cars, office, showroom, stores; also on same road, freehold garage with very attractive shop, modern house and workshop with very attractive shop; ladies' hairdressing saloon and wool shop; freehold fixtures, fittings, goodwill, etc.; £12,900.—**Sole Agents**, Vickery & Co., Incorporated Estate Agents, 11, Carlton St., Nottingham. Tel. 45109. [01972]

CAMBRIDGE—Main road freehold filling station with flat over 5 pumps, over 200,000 gals. per annum; self-drive hire business, garage accommodation for 20 cars, office, showroom, stores; also on same road, freehold garage with very attractive shop; modern house and workshop with very attractive shop; ladies' hairdressing saloon and wool shop; freehold fixtures, fittings, goodwill, etc.; £12,900.—**Sole Agents**, Vickery & Co., Incorporated Estate Agents, 11, Carlton St., Nottingham. Tel. 45109. [01972]

CAMBRIDGE—Main road freehold filling station with flat over 5 pumps, over 200,000 gals. per annum; self-drive hire business, garage accommodation for 20 cars, office, showroom, stores; also on same road, freehold garage with very attractive shop; modern house and workshop with very attractive shop; ladies' hairdressing saloon and wool shop; freehold fixtures, fittings, goodwill, etc.; £12,900.—**Sole Agents**, Vickery & Co., Incorporated Estate Agents, 11, Carlton St., Nottingham. Tel. 45109. [01972]

NOTTINGHAM—First-class suburb, important road junction, large petrol filling station, extensive residential area, together with very attractive shop; modern house and workshop with very attractive shop; ladies' hairdressing saloon and wool shop; freehold fixtures, fittings, goodwill, etc.; £12,900.—**Sole Agents**, Vickery & Co., Incorporated Estate Agents, 11, Carlton St., Nottingham. Tel. 45109. [01972]

NOTTINGHAM—Filling station, extensive residential area, together with very attractive shop; modern house and workshop with very attractive shop; ladies' hairdressing saloon and wool shop; freehold fixtures, fittings, goodwill, etc.; £12,900.—**Sole Agents**, Vickery & Co., Incorporated Estate Agents, 11, Carlton St., Nottingham. Tel. 45109. [01972]

MODERN garage busy main road, Essex; situated on main road leading out of London, comprising covered workshops approx. 60ft. x 300ft. 5 petrol pumps; petrol sales approx. 2,500 gals. p.w. winter, rising to over 3,000 gals. p.w. summer; little repair work at present—ample scope to develop; 21-year lease; price £5,000 s.v.v.—Anthony D. Lewis & Co., 95, High St., Esher. [0377]

MOTOR showrooms and cafe; modernised premises in prominent position on main road, 1,000 ft. from junction; 35ft. x 52ft. with flat over; 3 beds; lounge, bath, w.c. and kit; car park (43ft. x 28ft.); cafe snack bar adjoining; full central heating; all services; £12,500 freehold (½ mortgage available).—Details: Hewett & Lee, 52, South St., Farnham. Tel. 6277. [0393]

MODERN garage busy main road, Essex; situated on main road leading out of London, comprising covered workshops approx. 60ft. x 300ft. 5 petrol pumps; petrol sales approx. 2,500 gals. p.w. winter, rising to over 3,000 gals. p.w. summer; little repair work at present—ample scope to develop; 21-year lease; price £5,000 s.v.v.—Anthony D. Lewis & Co., 95, High St., Esher. [0377]

BUSINESS & Property Wanted

SERVICES, Lloyd's Bank Chambers, Newbury, Berks; request details of garages/filling stations for sale, or for letting active directors.

FILLING STATION wanted, Hants or Dorset, doing 20-30,000 gals.; p.a.; living accommodation, full etc.; about £6,000.—**Forbes Manley** (P), Est. Agents, Worthing. Tel. 7292. [0140]

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—**Parsons**, 10, Aldridge Estate, Department, William Rd., N.W.1. Eves. 2352. [0104]

GARAGE/FILLING station, preferably with living accommodation in Surrey or Southern Counties, not over £8,000, freehold or leasehold.—**Anthony D. Lewis & Co.**, 95, High St., Esher. [0377]-8-9. [M2071]

GARAGE with car showrooms and petrol wanted;

Garages areas entertained: Middx./Surrey/Sussex/Hants; up to £10,000; members M.T.A.; already own business London suburbs; principals please contact—Box 3161. [0137]

WELL-KNOWN motor company requires filling station, main rd. position Southern England; maximum prepared to pay £20,000; smaller concern if good potential exists; full details exchanged in confidence.—Box 3160. [0138]

WANTED—Filling station required in Southern Counties with minimum throughput of 1,500 gals. per week; usual commission required.—Details to **Edwards & Son**, 14a, St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey. Tel. Vigilant 1171/72—agents for **Edwards & Son**, 14a, St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces, as going concerns.—Particulars to **Garage Dept.**, 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey. Tel. Vigilant 1171/72—agents for **Edwards & Son**, 14a, St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

WANTED—Filling station required in Southern Counties with minimum throughput of 1,500 gals. per week; usual commission required.—Details to **Edwards & Son**, 14a, St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

WORKS for man required by Vauxhall main dealers, in S.W.1. Surrey.—Applicant must have knowledge of Vauxhall products and procedure; accommodation available.—Write stating age, details of experience and salary required, Box 3060. [01968]

HENLYS (BRISTOL) Ltd., Austin distributors, require senior salesman: first-class references, good education and appearance, but not experience, essential; application by letter only in first instance.—Austin House, Cheltenham Rd., Bristol. 6. [01971]

RAMSTROTH SIDDELEY MOTORS.—Car division has a vacancy for an experienced senior body layout draughtsman; good prospects and salary above A.E.S.D. rates.—Apply to Reference SG.1. Personnel Manager, Armstrong Siddeley Motors, Coventry. [0293]

VACANCY for position of assistant engineer in available with well-known automobile component manufacturer. Applicant must have experience of bench road testing and machine drawing; engineering qualifications preferred.—Write Box F. 211, c/o Streets, 110, Old Broad St., E.C.2. [01948]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the **Department of Labour and National Service**, etc.—The applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the **Notification of Vacancies Order**, 1952.

SERVICE manager.

THE west African distributors for a prominent British motor manufacturer of cars and commercials vehicles seek a service manager for their garage in the Colony. The applicant must have been trained in the motor industry and must show proof of having held a senior appointment within the industry; a good knowledge of French is essential and the upper age limit is 35; the post requires a man with a good technical and administrative ability, who is able to plan and organise together with the ability to assure good customer relations.—Apply with all details. Box 3163. [0189]

GARAGE manager.

A MOTOR vehicle distributor handling a popular West African franchise for a vacanc for a service manager in Nigeria.—Applicant should not be over 35 years of age and must have had their training in the motor industry and be able to show proof of holding a similar position to the one advertised; a good knowledge of French is also essential.—Give full details to Box 3162. [0188]

SALESMAN required by Vauxhall main dealers in South-West Surrey.—Please reply in confidence to Box 3079. [0187]

EXPERIENCED car salesman required by Croydon company holding main dealership; write, stating age, experience and salary required.—Box 3159. [0185]

HALLS (FINCHLEY), Ltd., require experienced ear salesman.—Write or phone Odeon Parade, North Finchley, N.12. Hillside 1044. [01970]

ELECTRICIAN wanted; situation vacant for skilled man in all makes of cars.—Apply Works Manager, Vandervelds, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

APPICATIONS invited from freelance representatives with established connections amongst garages and fleet owners to handle new repair services for which there is no competition.—Apply Box 2360. [012052]

CAR salesman and buyer capable of earning over £1,000 yearly, only fully experienced men.—Apply to Lambie, 421, High Rd., Finchley, N.12. Finchley 6221. [M2052]

LONDON Company require a car salesman, experience an asset but not essential; good salary and commission.—Write giving age and details of career to date with present earnings to Box 3001. [01827]

REQUIRED car salesman with really good general experience, for agents carrying several popular makes, also comprehensive stock of used vehicles; for North London area; replies confidential.—Box 2558. [M1036]

ALOT of money and permanent job await real work-car sales and warranty new and used post-war cars with main territory, South London and Home Counties; full support for right man.—All particulars to Box 3043. [01938]

Head storekeeper.—Application invited for position of head storekeeper with Ford main dealers in Home Counties; preference for applicant with Ford experience; permanent position.—Write, giving full details and salary required, Box 3163. [0187]

WORKS for man required by Vauxhall main dealers in S.W.1. Surrey.—Applicant must have knowledge of Vauxhall products and procedure; accommodation available.—Write stating age, details of experience and salary required, Box 3060. [01968]

HENLYS (BRISTOL) Ltd., Austin distributors, require senior salesman: first-class references, good education and appearance, but not experience, essential; application by letter only in first instance.—Austin House, Cheltenham Rd., Bristol. 6. [01971]

RAMSTROTH SIDDELEY MOTORS.—Car division has a vacancy for an experienced senior body layout draughtsman; good prospects and salary above A.E.S.D. rates.—Apply to Reference SG.1. Personnel Manager, Armstrong Siddeley Motors, Coventry. [0293]

VACANCY for position of assistant engineer in available with well-known automobile component manufacturer. Applicant must have experience of bench road testing and machine drawing; engineering qualifications preferred.—Write Box F. 211, c/o Streets, 110, Old Broad St., E.C.2. [01948]

BUSINESS & PROPERTY, SITUATIONS, BOOKS**SITUATIONS VACANT**

ACITIVE and experienced manager required for expanding garage business with several main dealerships; only men with highest references and sound practical experience need apply stating age and salary required; Ford experience an advantage.—Box 2874.

ROOTES group distributors in North and East Ridings of Yorkshire have vacancy for senior car salesman to reside in Bridlington; applicants for this important and attractive position are invited to write for details and application form to—The General Manager, Appleton & Arundale (Bridlington), Bridlington.—[5569]

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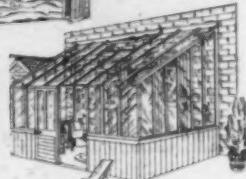
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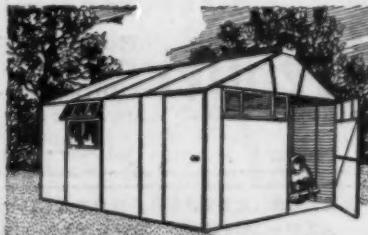
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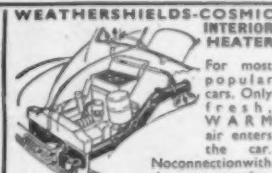
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